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EDMONTON

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND TELEPHONES

OF THE

PROVINCE OF ALBERTA

1920

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY

EDMONTON:
Printed by J. W. Jeffery, King's Printer
1921

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EDMONTON, March 29th, 1920.

To His Honour

ROBERT GEORGE BRETT,

Lieutenant Governor of the Province of Alberta,

Edmonton, Alberta.

SIR,—I have the honour to transmit the Ninth Annual Report of the Department of Railways and Telephones from 1st of January to 30th of November, 1920.

I have the honour to be, Sir,

Your obedient servant,

CHAS. STEWART,

Minister of Railways and Telephones.

EDMONTON, Alberta, December 1, 1920.

NORMAN L. HARVEY, ESQ.,
Deputy Minister of Railways and Telephones,
Edmonton, Alberta.

SIR,—Submitted herewith are the Statistics for the Alberta Government Telephones, compiled from the departmental records of the year 1920.

W. R. PEARCE,
General Superintendent.

ALBERTA GOVERNMENT TELEPHONES

Balance Sheet as of November 30th, 1920

Assets—			
103	Real Estate	$ 714,614.04	
105	Equipment	1,998,855.83	
107	Exchange Lines	1,793,316.86	
108	Rural Lines	3,542,737.32	
109	Toll Lines	4,201.071.86	
	Total Plant in Service		$12,250,595.91
110	Construction in Process	$ 2,008,027.78	
	Total Plant		$14,258,623.69
111	Office Furniture & Fixtures	$ 62,026.76	
112	Tools and Vehicles	37,873.49	
113	Supplies	896,661.42	
	Total Working Assets		$15,255,185.36
123	Accounts Receivable	$ 274,887.33	
125	Prepaid Expenses	12,709.51	
	Total Current Assets		$15,542,782.20
102	Intangible Assets (Red Deer)	$ 28,222.46	
132	Sinking Fund	383,766.25	
140	Bond Discount	596,849.42	
·	Treasury Account	465,524.72	
	Total Assets		$17,017,145.05
Liabilities—			
115	Cash (overdraft)	$ 476,861.45	
258	Bonded Debt	15,200,200.00	
270	Unearned Revenue	24,013.04	
275	Replacement Reserve	16,054.78	
288	Sinking Fund	383,766.25	
299	Surplus	916,249.53	
	Total Liabilities		$17,017,145.05

CONDENSED EARNINGS FOR PERIOD ENDED NOVEMBER, 30th, 1920

Telephone Revenue—		
312 Exchange Revenue	$ 737,671.28	
313 Rural Revenue	269,303.83	
314 Toll Revenue	753,125.98	
Total Telephone Revenue		$ 1,760,101.09
Telephone Expenses—		
Operation	$891,330.42	
Current Maintenance	347,551.88	
Total Telephone Expenses		$ 1,238,884.31
Net Telephone Earnings		521,216.78
Sundry Net Earnings	$ 174,051.56	
Total Net Earnings		$ 695,268.34
Interest, Sinking Fund & Contingencies	$ 622,454.49	
Net Revenue for Period		$ 72,813.85

GROSS REVENUE REPORT FOR PERIOD ENDED NOVEMBER 30th, 1920

312	Exchange Revenue—		
01	Sub-Station Rentals	$ 735,984.31	
05	Special Debits	1,119.62	
84	Attachments and Rentals	567.35	
			$ 737,671.28
313	Rural Revenue—		
01	Sub-Station Rentals	$ 265,725.36	
05	Special Debits	511.67	
84	Attachments and Rentals	3,066.80	
			$ 269,303.83
314	Toll Revenue—		
01	Government Line	$ 699,539.30	
02	Foreign	16,787.97	
03	Local	10,862.75	
05	Special Debits	15,171.28	
67	Messenger Service	10,764.68	
			$ 753,125.98
	Total Telephone Revenue		$ 1,760,101.09
328	Miscellaneous Revenue—		
01	Current	$ 64,643.13	
02	Real Estate	1,611.00	
03	Previous Year Refunds	2,578.23	
05	Special Debits	766.22	
			$ 69,598.58
329	Directory—		
01	Current	$ 23,854.40	
05	Special Debits	159.65	
			$ 24,014.05
326	Interest—		
01	Interest on Deposits	$ 22,856.21	
02	Interest Charged Plant	57,582.72	
			$ 80,438.93
	Total Gross Revenue		**$ 1,934,152.67**

EXPENSE REPORT FOR PERIOD ENDED NOVEMBER 30th, 1920

OPERATION

General—			
401	Executive	$ 24,128.10	
402	Accounting	30,046.98	
403	Miscellaneous	25,445.68	
	Total General		$ 79,620.76
Commercial—			
410	Supervision	$ 79,223.90	
413	Directory Expense	38,261.22	
414	Revenue Accounting	76,584.04	
415	Revenue Collecting	91,951.65	
416	Pay Station Commissions	6,837.30	
417	Foreign Company Commission	14,818.97	
418	Uncollectible Accounts	5,617.12	
	Total Commercial		$ 313,294.20
Traffic—			
420	Supervision	$ 41,545.97	
422	Operating Wages	380,241.12	
427	Pay Station Expense	1,002.50	
428	Power Furnished	21,796.31	
429	Other Operating Expense	21,242.82	
519	Messenger Service	10,728.91	
	Total Traffic		$ 476,557.63
440-03	Use of Plant	$ 8,330.00	
450	Insurance	13,527.83	
	Total Operation		$ 891,330.42
Maintenance—			
430-01	Pole Lines, Exchange	$ 4,386.31	
430-01R	Pole Lines, Rural	9,055.25	
430-01T	Pole Lines, Toll	17,103.64	
430-02	Aerial Cable, Exchange	14,180.28	
430-02T	Aerial Cable, Toll	31.91	
430-03	Aerial Wire, Exchange	21,153.75	
430-03R	Aerial Wire, Rural	71,241.97	
430-03T	Aerial Wire, Toll	54,618.40	
430-05	Underground Plant	881.93	
430-07	Central Office Equipment	77,312.63	
430-18	Sub-Station Equipment, Exchange	31,980.05	
430-18R	Sub-Station Equipment, Rural	36,378.93	
430-10	Real Estate	5,495.65	
	Total Maintenance		$ 343,820.70
432-78	Less Repairs charged to Reserve	$ 12,707.91	
	Net Current Repairs		$ 331,112.79
432	Station Removals and Changes	$ 16,439.09	
	Total Current Maintenance		$ 347,551.88
	Total Expenses		$ 1,238,884.31

PLANT VALUES REPORT FOR PERIOD ENDED NOVEMBER 30th, 1920

	Gross Additions 1920	Plant Sold, Abandoned or removed in 1920	Net Additions for 1920
103 Real Estate—			
20 Land	$ 60,988.36		$ 60,988.36
10 Buildings	18,668.34		18,668.34
	$ 79,656.70		$ 79,656.70
105 Equipment—			
07 Central Office	$ 149,234.08	$ 18,060.52	$ 131,173.56
08 Subscribers' Stations, Exchange	187,990.19	92,215.46	95,774.73
09 Subscribers' Stations, Rural	110,407.89	17,216.43	93,191.46
	$ 447,632.16	$127,492.41	$ 320,139.75
107 Exchange Lines—			
01 Pole Line	$ 61,457.56	$ 11,959.05	$ 49,498.51
02 Aerial Cable	68,130.55	14,005.11	54,125.44
03 Aerial Wire	74,520.38	31,590.10	42,930.28
Total Aerial	$ 204,108.49	$ 57,554.26	$ 146,554.23
04 Underground Conduit	$ 1,121.05		$ 1,121.05
05 Underground Cable	2,538.57	$ 138.52	2,400.05
Total Underground	$ 3,659.62	$ 138,52	$ 3,521.10
Total Exchange Lines	$ 207,768.11	$ 57,692.78	$ 150,075.33
108 Rural Lines—			
01 Pole Line	$ 543,817.55	$ 5,283.09	$ 538,534.46
03 Aerial Wire	287,770.68	2,655.44	285,115.24
	$ 831,588.23	$ 7,938.53	$ 823,649.70
109 Toll Lines—			
01 Pole Line	$ 608,651.98	$ 9,135.29	$ 599,516.69
02 Aerial Cable	2.35		2.35
03 Aerial Wire	814,296.15	24,771.90	789,524.25
	$1,422,950.48	$ 33,907.19	$1,389,043.29
Total Plant in Service			$2,762,564.77
110 Construction in Process			2,008,027.78
Total Plant			$4,770,592.55

REPLACEMENT RESERVE TO NOVEMBER 30th, 1920

275	Balance of Reserve Carried Forward	$137,179.11
	Credits Added to Reserve During Period	16,725.15
		$153,904.26
	Net Debit Sub-Accounts	$137,849.48
	Balance in Reserve	$ 16,054.78

		Taken Out of Service and Credited Plant	Cost of Removal	Other Charges	Salvage	Net Charge to Debit Sub-Accounts
01	Pole Line, Exchange	$ 11,959.05	$ 2,684.27	$ 380.03	$ 4,125.87	$ 10,897.48
02	Aerial Cable	14,005.11	1,588.22	1,197.40	8,047.49	8,743.24
03	Aerial Wire	31,590.10	5,293.43	203.86	11,450.05	25,637.34
	Total Exchange Lines	$ 57,554.26	$ 9,565.92	$ 1,781.29	$ 23,623.41	$ 45,278.06
01	Pole Line, Rural	$ 5,283.09	$ 5,427.63	$ 21.38	$ 391.96	$ 10,340.14
03	Aerial Wire	2,655.44	4,701.69	1,095.51	806.92	7,645.72
	Total Rural Lines	$ 7,938.53	$ 10,129.32	$ 1,116.89	$ 1,198.88	$ 17,985.86
01	Pole Line Toll	$ 9,135.29	$ 7,721.50	$ 2,493.06	$ 1,827.70	$ 17,522.15
03	Aerial Wire	24,751.28	6,033.37	6,690.44	15,420.10	22,054.99
	Total Toll Lines	$ 33,886.57	$ 13,754.87	$ 9,183.50	$ 17,247.80	$ 39,577.14

		Taken Out of Service and Credited Plant	Cost of Removal	Other Charges	Salvage	Net Charge to Debit Sub-Accounts
04	Underground Conduit		$ 6.97	$ 11.40		$ 18.37
05	Underground Cable	$ 138.52	6.95	207.43	$ 83.35	269.55
	Total Underground Plant	$ 138.52	$ 13.92	$ 218.83	$ 83.35	$ 287.92
07	Central Office Equipment	$ 18,060.52	$ 115.80	$ 311.73	$ 12,687.07	$ 5,800.98
18	Station Apparatus, Exchange	78,402.45			68,631.99	9,770.46
18	Station Apparatus, Rural	16,090.35	21.19		13,857.60	2,253.94
28	Station Install., Exchange	10,871.14		10.15	747.13	10,134.16
28	Station Install., Rural	1,126.08		53.84	511.23	668.69
58	Private Branch Exchange	790.07	1.74		646.04	145.77
68	Booth and Special Fittings Exchange	2,004.30	61.65		1,226.42	839.53
10	Real Estate			31.68		31.68
		$127,344.91	$ 200.38	$ 407.40	$ 98,307.48	$ 29,645.21
	Grand Total Exchanges					$132,774.19
	Materials Junked in Stores					5,075.29
	Total Debit Sub-Accounts					$137,849.48

COMMERCIAL

CONDENSED STATION REPORT

	Northern Division	*Southern Division*	*Total*
Exchange Subscribers' Lines	4,084	18,585	22,669
Exchange Extension Stations	215	1,814	2,029
Exchange P. B. X. Stations	9	2,218	2,227
Exchange P. A. X. Stations	----	85	85
Pay Stations	141	290	431
Toll Stations	160	143	303
Rural Subscribers' Stations	6,921	6,194	13,115
	11,530	29,329	40,859

STATEMENT OF EXCHANGES AND TOLL OFFICES IN THE PROVINCE

Number of Alberta Government Telephone Exchanges	229	
Number of Alberta Government Telephone Toll Offices		303
Number of Alberta Government Telephone Exchange Stations		27,441
Number of Alberta Government Telephone Rural Stations		13,115
Number of Private Owned Party Lines	41	
Number of Private Owned Party Line Sations		983
Number of Connecting Exchanges	2	
Number of Connecting Exchange Stations		12,139
Total		53,981

STATEMENT SHOWING SUB-STATIONS AT EACH EXCHANGE AS AT NOVEMBER 30th, 1920.

Exchange	*Local*	*Rural*	*Total*
Acme	58	96	154
Adkins	1	53	54
Airdrie	31	130	161
Alderson	15	--	15
Aldersyde	6	2	8
Alix	34	93	127
Alliance	48	44	92
Amisk	1	43	44
Ardrossan	2	44	46
Athabasca	53	28	81
Baintree	3	--	3
Barons	57	118	175
Bashaw	52	71	123
Bassano	117	1	118
Bawlf	40	165	205
Beiseker	15	--	15
Bentley	24	75	99
Big Valley	19	--	19
Bindloss	1	88	89
Blackie	43	85	128
Blairmore	266	--	266
Bon Accord	1	58	59
Botha	28	126	154
Bowden	17	26	43
Bow Island	53	12	65
Brant	15	--	15
Brooks	39	6	45
Brocket	5	--	5
Bruce	4	29	33
Bruderheim	17	21	38
Bulwark	10	7	17
Burdett	19	24	43
Calgary	13997	406	14403
Camrose	336	275	611
Canmore	30	--	30
Carbon	18	--	18
Cardston	206	110	316
Carmangay	63	120	183
Carstairs	88	165	253
Castor	104	92	196
Cayley	22	65	87
Cereal	30	9	39
Champion	76	118	194
Chauvin	31	--	31
Cheadle	5	27	32
Chin	1	1	2
Chinook	28	39	67
Chipman	26	--	26
Claresholm	176	190	366
Clive	27	121	148

Exchange	*Local*	*Rural*	*Total*
Cluny	30	21	51
Clyde	10	57	67
Coalhurst	4	--	4
Cochrane	45	148	193
Comrie	1	--	1
Consort	38	47	85
Cooking Lake	1	1	2
Coronation	94	44	138
Coutts	2	--	2
Cowley	16	103	119
Craigmyle	11	--	11
Crossfield	52	131	183
Cummings	1	--	1
Czar	15	10	25
Daysland	65	126	191
Delburne	30	103	133
Delia	59	8	67
Diamond City	8	9	17
Didsbury	130	251	381
Donalda	32	129	161
Drumheller	227	--	227
Eastburg	1	--	1
Edberg	1	53	54
Edgerton	7	--	7
Edmonton	1	602	603
Edson	56	--	56
Edwell	1	60	61
Elnora	1	106	107
Empress	2	--	2
Enchant	10	61	71
Entwistle	4	--	4
Erskine	27	51	78
Evansburg	6	--	6
Exshaw	3	--	3
Ferintosh	16	49	65
Foremost	30	--	30
Forestburg	19	13	32
Fort Saskatchewan	140	254	394
Gadsby	36	45	81
Galahad	19	1	20
Gem	1	36	37
Gleichen	133	155	288
Grainger	5	--	5
Granum	49	108	157
Grassy Lake	7	8	15
Gull Lake	2	--	2
Halkirk	25	54	79
Hanna	162	--	162
Hardisty	59	98	157
Harmattan	1	42	43

Exchange	*Local*	*Rural*	*Total*
Heisler	14	40	54
High River	242	239	481
Holden	33	108	141
Hughenden	15	--	15
Huxley	4	41	45
Innisfail	138	124	262
Innisfree	27	31	58
Irma	29	--	29
Iron Springs	1	57	58
Irricana	11	--	11
Irvine	27	--	27
Islay	21	46	67
Jarrow	1	--	1
Kananaskis	2	--	2
Kapasiwin	1	1	2
Keoma	2	--	2
Killam	81	156	237
Kinsella	1	12	13
Kitscoty	29	35	64
Knee Hill Valley	1	16	17
Lethbridge	1688	176	1864
Lacombe	249	254	503
Lac Ste. Anne	4	--	4
Lamont	62	43	105
Landonville	2	--	2
Langdon	18	84	102
Lavoy	15	61	76
Leduc	106	196	302
Legal	4	37	41
Lloydminster	222	96	318
Lomond	35	35	70
Lougheed	43	104	147
Lousana	1	18	19
Macleod	300	109	409
Magrath	113	13	126
Mannville	55	148	203
Markerville	1	42	43
Mayton	4	32	36
Meeting Creek	1	36	37
Milk River	23	12	35
Millet	19	92	111
Minburn	14	5	19
Mirror	25	76	101
Milnerton	1	43	44
Monarch	10	55	65
Monitor	16	--	16
Morrin	7	40	47
Morinville	49	110	159
Moyerton	1	--	1
Mundare	47	19	66
Munson	39	--	39
Medicine Hat	1643	18	1661

Exchange	*Local*	*Rural*	*Total*
Namaka	10	--	10
Nanton	138	157	295
New Dayton	7	57	64
New Norway	13	61	74
Nobleford	30	19	49
Ohaton	9	--	9
Okotoks	63	172	235
Olds	181	135	316
Onoway	1	45	46
Oxville	1	60	61
Oyen	50	--	50
Pakan	3	--	3
Parkland	16	40	56
Pekisko	2	--	2
Penhold	14	50	64
Pincher Creek	185	224	409
Ponoka	111	275	386
Provost	71	62	133
Purple Springs	3	--	3
Red Willow	1	--	1
Ranfurly	1	32	33
Raymond	108	27	135
Red Deer	380	121	501
Redcliff	79	--	79
Retlaw	35	60	95
Ribstone	3	--	3
Richdale	13	--	13
Rimbey	33	57	90
Rockyford	31	--	31
Rowley	2	--	2
Rumsey	10	--	10
Ryley	32	82	114
St. Albert	29	75	104
St. Paul	35	--	35
Scollard	2	--	2
Scotfield	3	--	3
Sedgewick	88	81	169
Seven Persons	2	--	2
Shepard	2	--	2
Sibbald	1	9	10
Sion	1	28	29
Smoky Lake	1	--	1
Soda Lake	1	22	23
Spring Coulee	5	10	15
Standard	28	--	28
Stavely	47	106	153
Stettler	211	166	377
Stirling	27	6	33
Stony Plain	43	115	158
Strathmore	79	78	157
Strome	41	116	157

Exchange	*Local*	*Rural*	*Total*
Suffield	6	--	6
Sunnyslope	1	28	29
Swalwell	18	75	93
Taber	190	66	256
Tees	1	35	36
Telfordville	1	41	42
Three Hills	57	138	195
Tofield	83	107	190
Travers	16	41	57
Trochu	57	58	115
Vanesti	1	--	1
Vegreville	198	62	260
Vermilion	209	134	343
Veteran	32	29	61
Viking	57	39	96
Vulcan	125	221	346
Wabamun	6	25	31
Wainwright	100	57	157
Warner	29	22	51
Waterton Park	2	--	2
Wayne	24	--	24
Westerose	1	6	7
Westlock	3	37	40
Wetaskiwin	297	319	616
Winnifred	10	--	10
Youngstown	85	--	85
	27,441	13,115	40,556

LIST OF TOLL STATIONS AS AT NOVEMBER 30, 1920.

Abee, Acadia Valley, Alberta Beach, Alcondale, Alice Lake, Allerton, Altario, Andrew, Angle Lake, Ankerton, Anthony, Ardenode, Ardenville, Armada, Atlee, Avalon, Amethyst, Barrhead, Battenburg, Battle Lake, Battle Ridge, Battle View, Beaver Heights, Beazer, Benton, Belvedere, Beynon, Big Fish Lake, Boian, Bordenave, Britain, Birdsholm, Blood Reserve, Bottrel, Boundary Creek, Bowmanton, Bow City, Bowell, Boyle, Brosseau, Brownfield, Busby, Cadogan, Cairns, Calahoo, Caldwell, Calmar, Cappon, Carolside, Carvel, Cassils, Catchem, Cavendish, Cessford, Chancellor, Chigwell, Columbine, Clarinda, Close, Clymont, Compeer, Conrad, Cornucopia, Coronado Beach, Countess, Craigmillar, Cremona, Currey, Dahmer, Dalroy, Davis, Del Bonita, Delph, Dejarlais, Deville, Dobson, Dorenlee, Doucette, Downing, Duchess, Dunstable, Duvernay, Eagle Butte, Earlie, Echohill, Eckville, Edwand, Egremont, Elk Point, Endiang, Etzikom, Evarts, Everett, Ewelme, Excel, Fabyan, Fairacres, Fairfield, Faith, Fallis, Fedorah, Fenn, Florann, Fort Assiniboine, Four Nine, Freedom, Gahern, Gainford, Garden Plains, Gibbons, Gillen, Glendon, Glenwoodville, Goddard, Good Luck, Grant Lake, Graindale, Greenshields, Graminia, Grosmont, Hacks, Halfway Lake, Halladay, Hallman, Harvest Vale, Hay Creek, Hazel Bluff, Heath, Heaton Moor, Hespero, Hetherington, Highfield, Hilda, Hilliard, Hillspring, Hobbema, Hopkins, Horseshoe Coulee, Hussar, Iddesleigh, Iola, Jenner, Judson, Kew, Kathryn, Kelsey, Kilbourn, Kimball, Kingman, Kinnondale, Kippenville, Kirriemuir, Krakow, Lafond, Lanfine, Larsen, Lathom, Lawton, Legend, Leighton, Lewiston, Liberty, Long, Lucky Strike, Loyalist, Lunnford, Luzan, McNally, Magnolia, Makepeace, Majorville, Manyberries, Manola, Masinasin, Maunsell, Maybridge, Mazeppa, Meanook, Mecheche, Mellowdale, Metiskow, Millarville, Millicent, Milo, Morningside, Mortonmoor, Mosside, Mountain View, Mt. Lookout, Mulhurst, McKellar, Naughton Glen, Neerlandia, Neighborview, Nemiscan, Neutral Hills, New Brigden, Newbrook, Nightingale, Northbank, North Cooking Lake, Northleigh, Nugent, Olson, Olson Coulee, Opal, Orion, Orvilton, Owens, Pakowki, Park View, Partridge, Pashley, Patricia, Peat, Pendant d'Oreille, Peno, Perryvale, Philips, Pibroch, Pickardville, Pine Creek, Poplar Site, Princeton, Puffer, Priddis, Queenstown, Radway, Rainier, Raven, Ray, Redland, Red Water, Reist, Richardson, Riddelvale, Rife, Riverbow, Riverbow Ferry, Rochester, Rodino, Roeske, Rooke, Rosalind, Rosebud, Roseglen, Rosemary, Rose Lynn, Rossington, St. Kilda, St. Lina, St. Vincent, Sather, Schuler, Seba, Sedalia, Sexton, Seymour, Shandro, Sheerness, Skiff, Smiths, Southesk, Southworth, Spring Point, Stand Off, Stanmore, Steveville, Sugar Bowl, Sunnydale, Sunnynook, Sullivan Lake, Sweet Grass, Sylvan Lake, Talbot, Tawatinaw, Taylorville, Terrace Lake, Therien, Thorhild, Tomahawk, Tudor, Twin Lakes, Two Hills, Vale, Valleyfield, Van Vleet, Verburg, Vimy, Waddington, Wahstao, Walsh, Wardlow, Wasel, Waskatinaw, Watts, Wilmot, Wilson, Whitla, Willowlea, Wrentham, Yeoford, Zawale. Total toll stations: 303.

TOLL OFFICES OPENED DURING 1920

Abee, Alcondale, Anthony, Avalon, Battle Ridge, Beaver Heights, Boian, Boyle, Brownfield, Bulwark, Burnt Lake, Busby, Calahoo, Calmar, Cappon, Carolside, Carvel, Catchem, Cessford, Clarinda, Close, Clymont, Columbine, Conrad, Coronado Beach, Craigmillar, Davis, Del Bonita, Delph, Desjarlais, Deville, Eastervale, Echohill, Eckville, Evarts, Fabyan, Fairacres, Fairfield, Faith, Fort Assiniboine, Four Nine, Gahern, Glendon, Good Luck, Grant Lake, Graminia, Hacke, Halladay, Heaton Moor, Hespero, Hughes, Iola, Judson, Kathryn, Kessler, Krakow, Leedale, Legend, Lunnford, Luzan, McNally, Maunsell, Mellowdale, Millarville, Mosside, Mt. Lookout, Neerlandia, Neutral Hills, Newbrook, Nugent, Olson Coulee, Park View, Patricia, Pendant d'Oreille, Peno, Poplar Site, Princeton, Priddis, Puffer, Rainier, Reis, Riverbow, Riverbow Ferry, Roeske, Rooke, Rose Lynn, St. Lina, Sather, Sheerness, Skiff, Spring Point, Steveville, Sugar Bowl, Sunnydale, Sunnybrook, Sweet Grass, Sylvan Lake, Talbot, Thorhild, Twin Lakes, Valleyfield, Wardlow, Waterton Park, Watts, Wilmot, Wostok, Wrentham, Zawale.

EXCHANGES OPENED DURING 1920

Eastburg, Telfordville.

OFFICES CLOSED DURING 1920

Burnt Lake, Blackfalds, Brownsdale, Conjuring Creek, Chamberlain, Fishburn, Hastings Coulee, Manly, Merna, Miller, Nevis, Saltaux, Scotstoun, Throne, Twining.

OFFICES TEMPORARILY CLOSED DURING 1919 BUT RE-OPENED DURING 1920

Sexton, Belvedere, Majorville, Currey.

OFFICES CHANGED FROM TOLL TO EXCHANGE DURING 1920

Alliance, Baintree, Bindloss, Bulwark, Empress, Foremost, Forestburg, Galahad, Gem, Heisler, Keoma, Purple Springs, Rockyford, Standard, Waterton Park.

OFFICES AT WHICH CONTINUOUS SERVICE WAS INSTITUTED DURING 1920

Airdrie, Three Hills, Trochu, Ryley.

COMMERCIAL ENGINEER

Program of Construction 1920.

Areas in Province covered by Development studies	9000 sq. miles.
Number of Rural applicants included in estimates at present in progress	5101
Number of Exchanges in which Rural construction is being done	128
Number of Rural switching points in province	181
Number of Rural Circuits:	
Government owned	1747
Private owned	74

PLANT

LONG DISTANCE MILEAGE ADDED 1920

TOLL CONSTRUCTION

Toll Work Commenced 1919, Completed 1920.

FROM	TO	Total		1919		1920	
		Poles	Wire	Poles	Wire	Poles	Wire
Barrhead	Ft. Assinaboine	37	74	37	74	Nil	Nil
Ellerslie	Red Deer	12	24	12			24
Soda Lake	Boian				108	Repairs	Only
Edmonton	Clyde		115.5		48		67.5
Mundare	Zawale	24.12	50.08	24.12			50.08
Retlaw	River Bow	16.92	34.8	12.8	32.30	4.12	2.5
Taylorville	Twin Lakes	32.75	65.5	19	6.54	12.75	58.96
Leduc	Telfordville	9.25	46	9.25	46	Nil	Nil
Busby	Extension	4.1	4.1	4.1	8.2	Nil	Nil
Calgary	Hanna	285.8			12.90		272.9
				Total		16.87	475.94

TOLL WORK UNDERTAKEN AND COMPLETED, 1920

From	To	Wire		Mileage	
		Size	C. or I.	Poles	Wire
Stirling	Warner	No. 12 N.B.S.	Cop.		43.14
Magrath	Cardston	No. 12 N.B.S.	Cop.		34.
Islay	Lloydminster	No. 12 N.B.S.	Cop.		11.09
		No. 10 N.B.S.	Cop.		18.12
Bassano	Jenner	No. 10 N.B.S.	Cop.	11.80	151.
Raymond	Foremost	No. 12 N.B.S.	Cop.	53.88	126.
Egremont	Boyle	No. 12 N.B.S.	Cop.		87.70
Warner	Milk River	No. 12 N.B.S.	Cop.		31.
Lethbridge	Whitla	No. 12 N.B.S.	Cop.		185.50
Taber	Retlaw	No. 12 N.B.S.	Cop.		55.18
Lethbridge	Monarch	No. 12 N.B.S.	Cop.		45.
Bow City	Brooks	No. 12 N.B.S.	Cop.	6.	56.30
Medicine Hat	Alderson	No. 12 N.B.S.	Cop.		88.12
Olsen	Extension	No. 9 B.W.G.	Iron	2.75	5.50
Calgary	Cochrane	No. 12 N.B.S.	Cop.		53.
Calgary	Bassano	No. 12 N.B.S.	Cop.		288.
Calgary	Gleichen	No. 12 N.B.S.	Cop.		94.50
Calgary	High River	No. 12 N.B.S.	Cop.		79.50
High River	Blackie	No. 12 N.B.S.	Cop.		40.
Majorville	Extension	No. 12 B.W.G.	Iron	2.15	4.30
High River	Nanton	No. 12 N.B.S.	Cop.		84.
Edmonton	Stony Plain	No. 12 N.B.S.	Cop.		43.
Nanton	Claresholm	No. 12 N.B.S.	Cop.		63.
Bassano	Duchess	No. 12 N.B.S.	Cop.		107.20
Edmonton	Viking	No. 10 N.B.S.	Cop.		194.50
Edmonton	Tofield	No. 12 N.B.S.	Cop.		86.
Vegreville	Pakan - Shandro	No. 12 N.B.S.	Cop.		78.
		No. 9 B.W.G.	Iron		12.
Ext. to	St. Vincent	No. 12 N.B.S.	Cop.		71.80
Vermilion	Hetherington	No. 12 N.B.S.	Cop.		41.80
Chauvin	Oxville	No. 9 B.W.G.	Iron		43.50
Irma	Chauvin	No. 10 N.B.S.	Cop.		132.
Edmonton	Morinville	No. 12 N.B.S.	Cop.		42.
Edmonton	Sion	No. 12 N.B.S.	Cop.		98.
Legal	Barrhead	No. 12 N.B.S.	Cop.		90.
Edmonton	Vegreville	No. 12 N.B.S.	Cop.		453.
		No. 10 N.B.S.	Cop.		120.50
Chancellor	Extension	No. 9 B.W.G.	Iron	3.50	7.
Alberta Beach	Lac Ste. Anne	No. 9 B.W.G.	Iron		3.
		No. 12 N.B.S.	Cop.		9.
Edmonton	Evansburg	No. 12 N.B.S.	Cop.		153.20
Calgary	Munson	No. 10 N.B.S.	Cop.		193.
		No. 12 N.B.S.	Cop.		193.
Bassano	Duchess, etc.	No. 12 N.B.S.	Cop.		109.50
Vegreville	Vermilion	No. 12 N.B.S.	Cop.		132.
Edmonton	Leduc	No. 12 N.B.S.	Cop.		47.
Millet	Wetaskiwin	No. 12 N.B.S.	Cop.		21.
Edmonton	Wetaskiwin	No. 12 N.B.S.	Cop.		93.
Wetaskiwin	Camrose	No. 10 N.B.S.	Cop.		57.50
		No. 12 N.B.S.	Cop.		2.
Youngstown	Oyen	No. 10 N.B.S.	Cop.		89.

TOLL WORK UNDERTAKEN AND COMPLETED—*Continued*

From	To	Wire		Mileage	
		Size	C. or I.	Poles	Wire
Camrose	Hardisty	No 10 N.B.S.	Cop.		177.
Czar	Provost	No. 10 N.B.S.	Cop.		73.50
Bawlf	Strome	No. 12 N.B.S.	Cop.		49.
Veteran	Monitor	No. 12 N.B.S.	Cop.		54.
Camrose	Donalda	No. 12 N.B.S.	Cop.		100.
Camrose	Bashaw	No. 12 N.B.S.	Cop.		86.
Lacombe	Stettler	No. 12 N.B.S.	Cop.		109.
Lacombe	Clive	No. 12 N.B.S.	Cop.		24.
Lacombe	Alix	No. 12 N.B.S.	Cop.		54.50
Alix	Erskine Jct.	No. 12 N.B.S.	Cop.		39.50
Stettler	Castor	No. 12 N.B.S.	Cop.		89.
Calgary	Red Deer	No. 12 N.B.S.	Cop.		199.60
Didsbury	Olds	No. 12 N.B.S.	Cop.		.21
Calgary	Carstairs	No. 12 N.B.S.	Cop.		82.50
Olds	Bowden	No. 12 N.B.S.	Cop.		27.
Innisfail	Penhold	No. 12 N.B.S.	Cop.		23.
Trochu	Huxley	No. 12 N.B.S.	Cop.		17.50
Extension to	Carvel	No. 12 N.B.S.	Cop.	3.12	6.25
Calgary	Elnora	No. 12 N.B.S.	Cop.		226.
Irricana	Three Hills	No. 12 N.B.S.	Cop.		86.16
Delburne	Lousana	No. 12 N.B.S.	Cop.		17.50
Edmonton	Calgary	No. 12 N.B.S.	Cop.		407.
Munson	Hanna	No. 12 N.B.S.	Cop.		79.50
Drumheller	Stettler	No. 12 N.B.S.	Cop.		140.60
Hanna	Youngstown	No. 10 N.B.S.	Cop.		46.00
		No. 12 N.B.S.	Cop.		112.
Oyen	Sibbald	No. 12 N.B.S.	Cop.		34.75
Dobson	Excel	No. 12 N.B.S.	Cop.		58.50
Hanna South		No. 12 N.B.S.	Cop.		206.50
River Bow	Ranier	No. 9 B.W.G.	Iron	8.50	17.
Edmonton	Egremont	No. 12 N.B.S.	Cop.		96.
Strathmore	Rockyford	No. 12 N.B.S.	Cop.		54.50
Czar	Neutral Hills	No. 9 B.W.G.	Iron		64.
Hughenden	Kessler and Mt. Lookout	No. 9 B.W.G.	Iron		58.
Extension to	Amethyst	No. 9 B.W.G.	Iron	6.25	12.50
Lamont	Leesbore	No. 9 B.W.G.	Iron	22.25	57.
Rimbey, Iola	Leadale	No. 9 B.W.G.	Iron	17.	63.50
Pincher Creek	Waterton Lakes	No. 9 B.W.G.	Iron	7.	73.
Hamlin	Extension	No. 9 B.W.G.	Iron	8.3	16.6
Extension to	Puffer-Fairfield	No. 9 B.W.G.	Iron	40.50	82.50
Watts	Extension	No. 12 N.B.S.	Cop.	3.25	6.50
Clymont	Graminia	No. 9 B.W.G.	Iron	10.75	28.
Youngstown	Reist	No. 9 B.W.G.	Iron	3.25	25.50
Manyberries	Catchem	No. 12 N.B.S.	Cop.	29.75	64.50
Etzikom	Avalon	No. 9 B.W.G.	Iron	26.00	52.
Veteran	Lakesend	No. 9 B.W.G.	Iron	19.	42.
Durlingville	Cold Lake	No. 9 B.W.G.	Iron	41.5	83.
Mountain View	Waterton Lakes	No. 9 B.W.G.	Iron	11.	22.
Elk Lake Loop					6.50

TOLL WORK UNDERTAKEN AND COMPLETED—*Continued*

From	To	Wire		Mileage	
		Size	C. or I.	Poles	Wire
High River	Stampede and Princeton	No. 9 B.W.G.	Iron	12.75	64.
Macleod West		No. 9 B.W.G.	Iron	21.	48.
Oyen	Extension	No. 9 B.W.G.	Iron	38.5	80.
Eastburg	Extension	No. 9 B.W.G.	Iron	12.75	35.50
Millerville	Kew	No. 9 B.W.G.	Iron	15.75	50.50
Deville	Extension	No. 9 B.W.G.	Iron	.75	1.50
Boyle	Bondiss	No. 12 N.B.S.	Cop.		10.50
Patricia	Extension	No. 12 N.B.S.	Cop.	.5	2.50
Coronada Beach	Extension	No. 12 N.B.S.	Cop.	.18	.36
Mosside, Eastburg	Etc. Ext.	No. 9 B.W.G.	Iron	17.75	35.50
		Total		534.71	8266.27

TOLL WORK COMMENCED BUT NOT COMPLETED NOVEMBER 30th, 1920

From	To	Miles Completed	
		Poles	Wire
Edmonton	Camrose	30.25	
Pine Creek	St. Paul	54.	49.
Edmonton	Whitecourt	105.	260.
Athabasca	Calling Lake	24.	23.
Athabasca	Dakin		8.
St. Lina	Extension	9.25	9.
Wellsdale	Extension	3.5	
Naughton Glen	Beauvallon	6.	
Tolland	Extension	2.	
Red Deer	Rocky Mountain House	44.5	72.
Redcliff	Box Springs	15.5	
Manyberries	O'Connor	19.5	
Peace River	Grande Prairie	190.	410.
Edmonton	Fawcett	12.6	97.
Raven	Kevisville	9.	
Pakan	Victoria	4.	
Cochrane	Bragg Creek	4.	
Groton	Extension	1.5	
Wabamun	Lake Isle	13.	25.
Lea Park	Extension	5.	32.
Kirk Mck.	Extension	11.5	
Irwinville	Extension	3.25	
Cowley	Heath Creek	8.	
Bashaw	Wells	3.	
	Total	578.35	985.00

LONG DISTANCE MILEAGE REBUILT TO NOVEMBER 30th, 1920

	Pole Mileage		
	New Route	Increase	Decrease
Calgary N. E.	7.	2.	
Edmonton S. E.	4.	Nil	Nil
Vegreville to Pakan	7.5	1.2	
Edmonton to Vegreville	53.30		9.
Total Decrease			5.8

LONG DISTANCE MILEAGE REBUILT

Commenced but not completed November 30th, 1920

Calgary New Toll Lead	60% Completed

LONG DISTANCE MILEAGE PURCHASED—Taken over 1920

Rife to Durlingville	23 pole miles
Grande Prairie to Sexsmith	13.35 pole miles

LONG DISTANCE GROUND CIRCUITS CONVERTED TO METALLIC

Vegreville, Pakan, Shandro	47 miles
Vegreville, St. Vincent	70 miles

TOTAL TOLL CONSTRUCTION COMPLETED 1920

	Poles	Wire
(a)	16.87	475.94
(b)	534.71	8266.27
(c)	578.35	985.00
Total 1920	1129.93	9727.21

OFFICES MOVED

Big Valley, Beynon, Bruderheim, Belvedere, Bon Accord, Busby, Carbon, Clyde, Compeer, Duchess, Duvernay, Empress, Etzikom, Enchant, Elnora, Freedom, Gem, Glenwoodville, Hussar, Hilda, Harmattan, Heisler, Hughenden, Kathryn, Kinnondale, Kimball, Landonville, Liberty, Majorville, Manyberries, New Dayton, Pickardville, Philips, Rooke, Rosedale, Redland, Roselynn, Rosemary, Rosebud, Red Willow, Radway, Standard, Sibbald, Sylvan Lake, St. Paul, St. Vincent, Travers, Taylorville, Winnifred, Waskatinaw, Westlock.

CHANGE OF EQUIPMENT

Atlee, Airdrie, Amisk, Alliance, Alix, Bentley, Blairmore, Bow City, Bindloss, Baintree, Bulwark, Bashaw, Cavendish, Chinook, Cereal, Czar, Clyde, Clive, Camrose, Coronation, Drumheller, Enchant, Eastburg, Edmonton, Fallis, Forestburg, Foremost, Gem, Gull Lake, Galahad, Heisler, Irma, Kapaskiwin, Killam, Lethbridge, Lavoy, Lloydminster, Landonville, Lousana, Manyberries, Morrin, Millicent, Magnolia, Meeting Creek, Okotoks, Oxville, Onoway, Pekisko, Ponoka, Rumsey, Ryley, Rimbey, Sunnynook, Sibbald, Stettler, Sedgewick, Smoky Lake, Strathmore, Tofield, Wrentham, Winnifred, Westlock.

OFFICES DAMAGED BY FIRE

Carmangay, Clive, Forestburg, Lougheed, Phillips, Tofield.

EXCHANGE CONSTRUCTION COMPLETED NOV. 30th.

Bulwark, Bruderheim, Carmangay, Champion, Chinook, Clive, Delia, Foremost, Hughenden, Irma, Killam, Keith Sanitarium, Lacombe, Morinville, Sedgewick, Viking, Vermilion.

EXCHANGE CONSTRUCTION COMMENCED, NOT COMPLETED NOVEMBER 30th.

Calgary East	90%	completed
Calgary	95%	”
Calgary N. Hill	75%	”
Empress	50%	”
Lloydminster	90%	”
Medicine Hat	85%	”
Peace River	30%	”
Provost	90%	”
Red Deer	70%	”
Sibbald	95%	”

NEW BUILDINGS COMPLETED NOVEMBER 30th, 1920

Calgary Warehouse.

ADDITIONS TO EXCHANGE BUILDINGS COMPLETED NOVEMBER 30th, 1920

Bawlf, Cochrane, Daysland, Delburne, Didsbury, Killam, Magrath, Mannville, Okotoks, Raymond, Strome, Tofield, Vulcan.

NEW EXCHANGE BUILDINGS COMMENCED, NOT COMPLETED NOVEMBER 30th, 1920

Bassano, Blackie, Castor, Calgary, Didsbury, Lougheed, North Hill, Olds, Peace River, Red Deer, Wainwright, Youngstown.

ADDITIONS COMMENCED, NOT COMPLETED NOVEMBER 30th, 1920

Bashaw, Lethbridge (Exchanges).

ALTERATION TO BUILDINGS, COMPLETED NOVEMBER 30th, 1920

Edmonton Warehouse.

ALTERATIONS TO BUILDINGS, NOT COMPLETED NOVEMBER 30th, 1920

Calgary Old Stores.

RURAL WORK COMMENCED 1919, COMPLETED 1920

Est.	Total		Subs.	Completed 1919		Completed 1920		Subs.
	Poles	Wire		Poles	Wire	Poles	Wire	
Barons	1.50	5.50	2	1.50			5.50	2
Bow Island	9.50	13.25	11	9.50			13.25	11
Burdett	13.	32.75	21	13.			32.75	21
Carmangay	7.75	22.25	8	7.75	18.91		3.34	8
Elnora	47.	64.75	58	11.		36.	64.75	58
Grassy Lake	9.	12.	6	9.			12.	6
Leduc	8.75	70.	8	6.50	59.	2.25	11.	8
Lethbridge	6.75	14.75	12	6.		.75	14.75	12
Mannville	31.75	76.50	37	26.13		5.62	76.50	37
Nanton	17.25	44.	37	12.13	12.62	5.12	31.38	37
Okotoks	58.	124.25	70	39.	13.56	18.	110.69	70
Onoway	20.25	22.	16	20.25			20.25	16
Stony Plain	13.75	20.50	28	13.75			20.50	28
Telford	17.50	36.	20	14.	31.	3.50	5.	20
Vulcan	33.25	43.75	29	27.		6.25	43.75	29
Wainwright	55.50	96.50	43	53.	9.50	2.50	87.	43
Total						79.99	552.41	406

RURAL WORK UNDERTAKEN AND COMPLETED AT NOVEMBER 30th 1920.

Est.	Poles	Wire	Subs.
Alix	19.	27.	27
Alliance	107.25	202.75	108
Amisk	27.75	43.50	43
Ardrossan	13.50	27.00	24
Bawlf	21.	63.	38
Bentley	42.	87.25	51
Big Valley	62.50	144.	87
Bindloss	68.75	147.50	93
Botha	3.25	3.25	4
Bon Accord	16.	24.	16
Brooks	5.50	6.	6
Bulwark	1.50	5.50	7
Barons	.25	.25	4
Beiseker	54.50	85.50	62
Calgary	3.	3.	3
Camrose	41.50	88.25	35
Champion	45.	89.75	57
Cardston	28.50	78.50	32
Chauvin	27.	31.25	26
Chinook	37.	65.	35
Claresholm	46.25	101.25	49

RURAL WORK UNDERTAKEN AND COMPLETED—*Continued*

Est.	Poles	Wire	Subs.
Cluny	18.50	27.50	18
Clyde	29.75	41.	42
Consort	3.	7.25	5
Coronation	26.75	68.25	48
Cowley	15.50	30.50	9
Craigmyle	50.50	100.75	59
Czar	8.	14.	10
Daysland Tr.	6.	23.	4
Daysland	52.75	68.	45
Delia	6.50	15.	10
Donalda	20.50	28.75	25
Drumheller	16.50	17.50	14
Edberg	8.	10.25	12
Elnora	13.75	22.50	19
Enchant	72.	94.20	55
Erskine		8.50	
Forestburg	49.50	58.	42
Fort Saskatchewan	54.75	109.50	62
Gem	13.	34.	46
Gleichen	70.25	161.50	77
Glenwoodville	48.50	97.50	77
Granum	7.50	13.25	12
Gallahad	33.25	42.50	42
Hardisty	66.75	132.75	65
High River	26.50	107.25	59
Irricana	50.	76.	50
Killam	10.	25.75	13
Lacombe	120.50	199.50	130
Lamont	24.	35.50	23
Lavoy	58.75	81.75	64
Leduc		28.25	3
Lethbridge	24.75	90.25	33
Lomond	27.25	67.50	35
Lougheed	47.	105.	65
Legal	10.	17.25	17
Macleod	47.	107.75	58
Mannville	70.75	124.50	64
Meeting Creek	15.	23.	23
Millet	9.	18.	10
Milo	69.50	120.75	95
Minburn	50.50	85.25	75

RURAL WORK UNDERTAKEN AND COMPLETED—*Continued*

Est.	Poles	Wire	Subs.
Mirror	14.	19.25	16
Morinville	14.25	35.75	36
Morrin	2.50	9.75	40
Munson	21.50	45.50	40
Okotoks	2.50	2.50	4
Oxville	86.50	102.75	63
Pincher Creek	35.25	123.75	34
Red Deer	38.25	83.50	69
Rimbey	38.	78.25	31
Sedgewick	66.25	146.50	80
Sibbald	41.25	59.	48
Soda Lake	2.	2.	2
Stettler	66.50	130.75	77
St. Albert	20.50	55.25	26
Tofield	52.25	117.25	64
Travers	41.75	56.	41
Vegreville	40.75	74.25	41
Veteran	12.	18.	20
Westlock	23.25	39.	34
Youngstown	82.75	157.25	93
Total	2725.00	5218.95	3281

RURAL WORK COMMENCED BUT NOT COMPLETED NOVEMBER 30th, 1920

	Estimated		Subs.	Completed Nov. 30th, 1920		Subs.
	Poles	Wire		Poles	Wire	
Blackie	34.25	79.	37	30.	8.	
Bowden	11.50	20.50	21	10.50	4.50	
Bruce	37.25	51.25	34	35.		
Burdett	13.75	21.50	20	12.25		
Bow Island	33.50	89.	35	31.50	9.	
Chipman	17.25	55.50	15	8.		
Cayley	5.25	8.25	7	5.25		
Crossfield	4.50	9.75	8	4.50		
Cheadle	12.75	22.50	13	11.		

RURAL WORK COMMENCED BUT NOT COMPLETED—*Continued*

	Estimated		Subs.	Completed Nov. 30th, 1920		Subs.
	Poles	Wire		Poles	Wire	
Delburne	25.50	41.50	41	14.		
Diamond City	8.75	31.25	8	8.75	24.	
Edmonton N.	20.50	66.75	32	18.	54.	
Edmonton W.	39.75	152.50	33	37.	123.	
Edmonton S.	73.	243.25	69	11.		
Ferintosh	2.25	6.25	4	1.25	4.	
Hanna	99.	174.	93	90.	60.	
Huxley	52.50	109.25	65	49.		
Innisfree	12.75	18.25	11	11.	12.50	
Innisfail	51.	131.75	51	47.	107.	
Kitscoty	34.25	72.	45	30.	65.	
Lousana	3.	3.	9	2.		
Langdon	17.75	43.25	22	17.75	13.	
Manyberries	5.25	30.75	21	1.50		
Milk River	20.50	39.50	30	20.50	27.	
Nanton	17.	19.50	11	15.		
New Dayton	9.50	10.50	12	9.50		
Ponoka	42.50	178.50	42	39.	9.	
Provost	121.50	220.	109	101.50	25.	
Parkland	2.25	3.50	3	2.25		
Ryley	48.75	103.	73	45.		
Rumsey	85.	130.	116	78.	110.	
Raymond	4.50	42.50	11	2.25		
Stavely	4.50	12.5	6	4.50		
Taber	29.50	45.50	36	27.	41.	
Trochu	60.75	151.25	87	56.	92.	
Viking	105.75	212.	101	97.	161.	
Vermilion	52.25	94.50	42	43.		
Vulcan	69.75	128.75	79	64.50	12.	
Wetaskiwin	72.50	161.50	104	68.	122.	
Wainwright	36.25	70.75	35	31.	62.	
Warner	74.75	108.50	58	54.		
Wrentham	6.50	17.75	11	6.50		
Total				1250.75	1145.00	

RURAL MILEAGE AND SUBSCRIBERS ADDED ON CONTRACT WORK ORDERS THROUGHOUT THE PROVINCE

Poles	Wire	Subs
2.	153.5	522

TOTAL RURAL MILEAGE BUILT 1920

	Poles	Wire	Subs
	79.99	552.41	406
	2725.	5218.95	3281
	1250.75	1145.	----
	2.	159.00	565
Total----	4057.74	7075.36	4252

TRAFFIC REPORT OF LONG DISTANCE LINES TO NOVEMBER 30th, 1920

Toll Line No.	From	To	Composition	Offices
1	Edmonton	Stettler	No. 12 Copper	Edmonton, Wetaskiwin, Lacombe, Alix, Stettler.
* 2	Lacombe	Iola	No. 12 Copper No. 12 Iron No. 9 Iron	Lacombe, Gull Lake, Bentley, Rimbey, Leedale, Nugent, Iola.
* 3	Lethbridge	Cardston	No. 13 Copper No. 12 Copper	Lethbridge, Raymond, Magrath, Spring Coulee, Cardston.
PP 4	Lethbridge	Sweet Grass	No. 12 Copper No. 13 Copper	Lethbridge, Raymond, New Dayton, Warner, Milk River, Coutts, Sweet Grass, Mont.
* 5	Calgary	Wetaskiwin	No. 12 Copper	Calgary, Lacombe, Ponoka, Wetaskiwin.
* 6	Calgary	Macleod	No. 12 Copper	Calgary, Claresholm, Macleod.
7	Calgary	Okotoks	No. 12 Iron No. 9 Iron	Calgary, Priddis, Millerville, Kew, Okotoks.
* 8	Lethbridge	Blairmore	No 12 Copper	Lethbridge, Macleod, Pincher Creek, Blairmore.
* 9	Calgary	Olds	No. 12 Copper	Calgary, Carstairs, Didsbury, Olds.
* 10	Calgary	Nanton	No. 12 Copper	Calgary, High River, Nanton.
11	Lethbridge	Iron Springs	No. 12 Iron	Lethbridge, Diamond City, Iron Springs.
* 12	Calgary	Macleod	No. 12 Copper	Calgary, Claresholm, Macleod.
13	Olds	Trochu	No. 9 Iron	Olds, Mayton, Trochu.
15	Edmonton	Wetaskiwin	No. 12 Copper No. 9 Iron	Edmonton, Leduc, Millet, Wetaskiwin.
16	Innisfail	Raven	No. 9 Iron	Innisfail, Markerville, Raven.
17	Innisfail	Milnerton	No. 9 Iron	Innisfail, Knee Hill Valley, Milnerton.
* 18	Edmonton	Lacombe	No. 12 Copper	Edmonton, Wetaskiwin, Ponoka, Lacombe.
19	Wainwright	Chauvin	No. 12 Copper	Wainwright, Greenshields, Heath, Edgerton, Ribstone, Chauvin.

TRAFFIC REPORT OF LONG DISTANCE LINES TO NOVEMBER 30TH, 1920.—(*Continued*)

Toll Line No.	From	To	Composition	Offices
* 20	Edmonton	Wabamun	No. 12 Copper No. 9 Iron	Edmonton, Stony Plain, Carvel, Onoway, Kapasiwin, Wabamun.
* 21	Edmonton	Vegreville	No. 12 Copper	Edmonton, Vegreville.
PP 22	Edmonton	Provost	No. 10 Copper No. 12 Copper	Edmonton, Wetaskiwin, Camrose, Sedgewick, Hardisty, Czar, Provost.
23	Edmonton	Bon Accord	No. 9 Iron	Edmonton, Bon Accord.
24	Vegreville	St. Paul	No. 12 Copper No. 9 Iron	Vegreville, Brosseau, Big Fish Lake, Lafond, Doucette, St. Paul.
25	Vegreville	Pine Creek	No. 12 Copper No. 9 Iron	Vegreville, Shandro, Andrew, Smiths, Pakan, Edwand, Smoky Lake, Northbank, Pine Creek.
26	Edmonton	Lloydminster	No. 10 Copper	Edmonton, Vegreville, Vermilion, Lloydminster.
* 27	Red Deer	Coronation	No. 12 Copper	Red Deer, Lacombe, Stettler, Castor, Coronation.
PP 28	Vermilion	Vanesti	No. 12 Iron	Vermilion, Kitscoty, Terrace Lake, Earlie, Moyerton, Vanesti.
* 29	Lethbridge	Bow Island	No. 12 Copper	Lethbridge, Taber, Purple Springs, Grassy Lake, Burdett, Bow Island.
* 30	Calgary	Banff	No. 10 B. & S. Copper No. 12 Copper	Calgary, Cochrane, Kananaskis, Exshaw, Canmore, Banff.
31	Red Deer	Edwell	No. 9 Iron	Red Deer, Edwell.
* 32	Edmonton	Westlock	No. 12 Copper	Edmonton, Morinville, Legal, Clyde, Westlock.
* 33	Calgary	Lethbridge	No. 10 Copper	Calgary, Lethbridge.
34	Camrose	Kingman	No. 12 Iron	Camrose, Kingman.
P 35	Calgary	Banff	Phantom	Calgary, Banff.
36	Lethbridge	Coalhurst	No. 12 Iron	Lethbridge, Coalhurst.
37	Blairmore	B. C. Boundary	No. 12 Copper	Blairmore, Crow's Nest, Michel, Fernie, Elko, Wardner, Cranbrook.

PP 39	Edmonton	Olds	No. 12 Copper	Edmonton, Wetaskiwin, Ponoka, Lacombe, Red Deer, Innisfail, Olds.
* 40	Calgary	Vulcan	No. 12 Copper	Calgary, High River, Brant, Vulcan.
41	Cardston	Pincher Creek	No. 12 Iron No. 9 Iron	Cardston, Mountain View, Caldwell, Hillspring, Glenwoodville, Waterton Park, Park View, Pincher Creek.
* 42	Edmonton	Viking	No. 12 Copper	Edmonton, Tofield, Ryley, Holden, Bruce, Viking.
* 43	Edmonton	Viking	No. 12 Copper	Edmonton, Tofield, Ryley, Holden, Bruce, Viking.
* 44	Edmonton	Mosside	No. 12 Copper No. 9 Copper	Edmonton, St. Albert, Sion, Dunstable, Belvedere, Lawton, Mosside.
45	Didsbury	Three Hills	No. 9 Iron	Didsbury, Sunnyslope, Three Hills.
46	Cardston	Boundary Creek	No. 12 Iron	Cardston, Beazer, Boundary Creek.
47	Cardston	Hacke	No. 9 Iron No. 12 Iron	Cardston, Kimball, Twin Lakes, Taylorville, Valleyfield, Del Bonita, Hacke.
* 48	Calgary	Bassano	No. 12 Copper	Calgary, Strathmore, Gleichen, Bassano.
PP* 49	Calgary	Coronation	No. 12 Copper	Calgary, Lacombe, Stettler, Castor, Coronation.
* 50	Calgary	Oyen	No. 10 Copper No.. 12 Copper	Calgary, Drumheller, Hanna, Youngstown, Chinook, Cereal, Oyen.
51	High River	Pekisko	No. 12 Iron	High River, Pekisko.
52	Lloydminster	Chauvin	No. 9 Iron	Lloydminster, Oxville, Chauvin.
53	Edmonton	Vegreville	No. 12 Copper	Edmonton, Fort Saskatchewan, Lamont, Chipman, Hilliard, Mundare, Vegreville.
55	Olds	Harmattan	No. 9 Iron	Olds, Harmattan.
PP 56	Lethbridge	Medicine Hat	No. 12 Copper	Lethbridge, Taber, Bow Island, Medicine Hat.
57	Edmonton	Ardrossan	No. 12 Iron	Edmonton, Ardrossan.
58	Camrose	Edberg	No. 9 Iron	Camrose, New Norway, Edberg.
59	Daysland	Hastings Coulee	No. 9 Iron	Daysland, Heisler, Hastings Coulee.
60	Medicine Hat	Eagle Butte	No. 12 Iron	Medicine Hat, Norton, Josephburg, Elkwater, Eagle Butte.
* 61	Edmonton	Calgary	No. 10 Copper	Edmonton, Calgary.
* 62	Calgary	Lethbridge	No. 10 Copper	Calgary, Lethbridge.
PP 63	Calgary	Lethbridge	No. 12 Copper	Calgary, High River, Nanton, Stavely, Claresholm, Macleod, Lethbridge.

TRAFFIC REPORT OF LONG DISTANCE LINES TO NOVEMBER 30TH, 1920.—(*Continued*)

Toll Line No.	From	To	Composition	Offices
* 65	Edmonton	Ponoka	No. 12 Copper	Edmonton, Wetaskiwin, Ponoka.
* 66	Calgary	Red Deer	No. 12 Copper	Calgary, Olds, Innisfail, Red Deer.
PP 67	Edmonton	Lamont	No. 12 Iron	Edmonton, Fort Saskatchewan, Bruderheim, Lamont.
* 68	Edmonton	Evansburg	No. 12 Copper	Edmonton, Wabamun, Fallis, Seba, Gainford, Magnolia, Entwistle, Evansburg.
* 69	Calgary	Medicine Hat	No. 12 Copper	Calgary, Bassano, Brooks, Alderson, Medicine Hat.
70	Medicine Hat	Sask. Boundary	No. 8 Copper	Medicine Hat, Maple Creek, Piapot, Tompkins, Carmichael, Gull Lake, Swift Current.
71	Edmonton	Morinville	No. 9 Iron No. 12 Copper	Edmonton, St. Albert, Morinville.
P 72	Calgary	Lethbridge	Phantom	Calgary, Lethbridge.
* 73	Calgary	Nanton	No. 12 Copper	Calgary, High River, Nanton.
* 74	Calgary	Strathmore	No. 12 Copper No. 12 Iron	Calgary, Langdon, Cheadle, Strathmore.
P 75	Calgary	Strathmore	Phantom	Calgary, Strathmore.
* 76	Lethbridge	Milk River	No. 12 Copper	Lethbridge, Raymond, Stirling, New Dayton, Warner, Milk River.
77	Taber	Chin	No. 12 Iron	Taber, Chin.
* 78	Lethbridge	Bow Island	No. 12 Copper	Lethbridge, Taber, Purple Springs, Grassy Lake, Burdett, Bow Island.
79	Medicine Hat	Bow Island	No. 12 Copper No. 12 Iron	Medicine Hat, Seven Persons, Whitla, Winnifred, Bow Island.
80	Edmonton	N. Cooking L.	No. 12 Iron No. 9 Iron	Edmonton, Cooking Lake, Deville, N. Cooking Lake.
* 81	Edmonton	Camrose	No. 12 Copper	Edmonton, Tofield, Camrose.

82	Edmonton	Wainwright	No. 10 Copper	Edmonton, Tofield, Viking, Irma, Wainwright.
			No. 12 Copper	
PP 83	Calgary	Stettler	No. 12 Copper	Calgary, Lacombe, Stettler.
84	Calgary	Medicine Hat	No. 8 Copper	Calgary, Medicine Hat.
* 85	Calgary	Bassano	No. 12 Copper	Calgary, Strathmore, Gleichen, Cluny, Bassano.
* 86	Calgary	Acme	No. 12 Copper	Calgary, Dalroy, Keoma, Kathryn, Irricana, Beiseker, Acme.
87	Gleichen	Milo	No. 12 Iron	Gleichen, Cluny, Kilbourn, Queenstown, Liberty, Milo.
88	Calgary	Acme	No. 12 Copper	Calgary, Dalroy, Keoma, Irricana, Beiseker, Acme.
* 89	Calgary	Airdrie	No. 12 Iron	Calgary, Airdrie.
* 90	Calgary	Olds	No. 12 Copper	Calgary, Carstairs, Didsbury, Olds.
* 91	Calgary	Lacombe	No. 12 Copper	Calgary, Olds, Innisfail, Red Deer, Lacombe.
* 92	Edmonton	Calgary	No. 10 Copper	Calgary, Edmonton.
P 93	Edmonton	Calgary	Phantom	Edmonton, Calgary.
PP* 94	Lethbridge	Pincher Creek	No. 12 Copper	Lethbridge, Macleod, Pincher Creek.
95	Lethbridge	Macleod	No. 12 Copper	Lethbridge, Macleod.
			No. 9 Iron	
96	Provost	Sask. Boundary	No. 12 Copper	Provost, Anglia, Biggar, Denzil, Dodsland, Druid, Herschel, Kelfield, Kerrobert, Leipzig, Luseland, Macklin, Plenty, Rosetown, Salvador, Saskatoon, Stranraer, Springwater, Unity, Wilkie.
99	Edmonton	Graminia	No. 9 Iron	Edmonton, Clymont, Stony Plain, Graminia.
PP100	Lacombe	Stettler	No. 12 Copper	Lacombe, Alix, Stettler.
*101	Stettler	Castor	No. 12 Copper	Stettler, Botha, Gadsby, Halkirk, Castor.
102	Macleod	Claresholm	No. 9 Iron	Macleod, Granum, Claresholm.
103	Calgary	Cochrane	No. 9 Iron	Calgary, Cochrane.
104	Camrose	Daysland	No. 12 Iron	Camrose, Ohaton, Bawlf, Daysland.
105	Wetaskiwin	Hardisty	No. 12 Copper	Wetaskiwin, Camrose, Daysland, Killam, Sedgewick, Hardisty.
*106	Edmonton	Sedgewick	No. 12 Copper	Edmonton, Wetaskiwin, Camrose, Daysland, Strome, Killam, Sedgewick.

TRAFFIC REPORT OF LONG DISTANCE LINES TO NOVEMBER 30TH, 1920.—(*Continued*)

Toll Line No.	From	To	Composition	Offices
107	Leduc	Telfordville	No. 9 Iron	Leduc, Calmar, Telfordville.
108	Vermilion	Innisfree	No. 12 Iron	Vermilion, Mannville, Minburn, Innisfree.
*109	Taber	Lomond	No. 12 Copper	Taber, Retlaw, Enchant, Travers, Lomond.
*110	Vermilion	Lloydminster	No. 12 Copper	Vermilion, Islay, Kitscoty, Lloydminster.
*111	Camrose	Alix	No. 12 Copper	Camrose, New Norway, Bashaw, Mirror, Alix.
112	Milk River	Foremost	No. 9 Iron No. 12 Iron	Milk River, Allerston, Verburg, Sexton, Clarinda, St. Kilda, Masinasin, Kippenville, Groton, Lucky Strike, Florann, Goddard, Birdsholm, Foremost.
PP113	Calgary	Alix	No. 12 Copper	Calgary, Acme, Three Hills, Trochu, Delburne, Alix.
PP114	Calgary	Stettler	No. 12 Copper	Calgary, Drumheller, Rumsey, Big Valley, Stettler.
115	Tofield	Vegreville	No. 12 Copper	Tofield, Vegreville.
*116	Edmonton	Athabasca	No. 12 Copper	Edmonton, Vimy, Hay Creek, Clyde, Halfway Lake, Tawatinaw, Rochester, Perryvale, Lewiston, Meanook, Athabasca.
PP117	Edmonton	Fort Assiniboine	No. 12 Copper No. 9 Iron	Edmonton, Clyde, Westlock, Rossington, Barrhead, Mellowdale, Davis, Neerlandia, Roeske, Fort Assiniboine.
*118	Lethbridge	Barons	No. 12 Copper	Lethbridge, Nobleford, Barons.
120	Oyen	Fairacres	No. 9 Iron	Oyen, Fairacres.
121	Wetaskiwin	Yeoford	No. 12 Iron	Wetaskiwin, Westerose, Battle Lake, Yeoford.
122	Medicine Hat	Redcliff	No. 12 Iron	Medicine Hat, Redcliff.
*123	Edmonton	Vegreville	No. 12 Copper	Edmonton, Vegreville.
P124	Calgary	Didsbury	Phantom	Calgary, Didsbury.
M125	Edmonton	Calgary	Morse	No intermediate offices. Simplexed on L. D. No. 247.
*126	Edmonton	Evansburg	No. 12 Copper	Edmonton, Wabamun, Fallis, Seba, Gainford, Entwistle, Evansburg.
*127	Edmonton	Camrose	No. 12 Copper	Edmonton, Wetaskiwin, Camrose.

*129	Vermilion	Wainwright	No. 12 Iron No. 12 Copper	Vermilion, Hetherington, Battleview, Everett, Wainwright.
130	Wetaskiwin	Mulhurst	No. 9 Iron No. 12 Iron	Wetaskiwin, Millet, Mulhurst.
PP132	Coronation	Compeer	No. 12 Copper	Coronation, Veteran, Monitor, Kirriemuir, Altario, Compeer.
*133	Trochu	Huxley	No. 12 Copper	Trochu, Huxley.
*134	Calgary	Banff	No. 12 Copper	Calgary, Cochrane, Exshaw, Canmore, Banff.
PP*135	Calgary	Blairmore	No. 12 Copper	Calgary, Claresholm, Macleod, Pincher Creek, Blairmore.
136	Mannville	Naughton Glen	No. 12 Iron	Mannville, Vanvleet, Naughton, Glen.
*137	Lethbridge	Cardston	No. 12 Copper	Lethbridge, Raymond, Magrath, Spring Coulee, Cardston.
138	Medicine Hat	Redcliff	No. 12 Copper	Medicine Hat, Redcliff.
139	Bow Island	Foremost	No. 12 Iron	Bow Island, Highfield, Neighborview, Foremost.
140	Foremost	Manyberries	No. 12 Copper	Foremost, Nemiscam, Etzikom, Pakowki, Orion, Manyberries.
*141	Calgary	Hanna	No. 10 Copper	Calgary, Drumheller, Hanna.
PP142	Calgary	Alsask, Sask.	No. 10 Copper	Calgary, Hanna, Youngstown, Chinook, Cereal, Oyen, Sibbald, Alsask, Sask.
143	Bassano	Duchess	No. 12 Copper	Bassano, Southesk, Cassils, Brooks, Long, Duchess.
P144	Lacombe	Gull Lake	Phantom	Lacombe, Gull Lake.
PP145	Camrose	Stettler	No. 12 Copper	Camrose, Donalda, Red Willow, Stettler.
146	Vermilion	St. Paul	No. 9 Iron No. 12 Iron	Vermilion, Landonville, Angle Lake, Peat, Hopkins, Elk Point, Orvilton, St. Paul.
147	Morningside	Lacombe	No. 9 Iron	Morningside, Lacombe.
PP148	Lethbridge	Carmangay	No. 12 Copper	Lethbridge, Barons, Carmangay.
P149	Camrose	New Norway	Phantom	Camrose, New Norway.
150	Pincher Creek	Brocket	No. 12 Iron	Pincher Creek, Brocket.
151	High River	Okotoks	No. 9 Iron	High River, Aldersyde, Okotoks.
*152	High River	Blackie	No. 12 Iron	High River, Mazepa, Blackie.
153	Red Deer	Olds	No. 9 Iron No. 12 Copper	Red Deer, Penhold, Innisfail, Bowden, Olds.
*154	Taber	Rainier	No. 9 Iron No. 12 Iron	Taber, Retlaw, Close, Riverbow, Riverbow Ferry, Rainier.

TRAFFIC REPORT OF LONG DISTANCE LINES TO NOVEMBER 30TH, 1920.—(*Continued*)

Toll Line No.	From	To	Composition	Offices
155	Etzikom	Avalon	No. 9 Iron	Etzikom, Gahern, Four Nine, Faith, Avalon.
156	Nanton	Claresholm	No. 9 Iron	Nanton, Parkland, Stavely, Claresholm.
157	Lacombe	Alix	No. 12 Copper No. 12 Iron	Lacombe, Clive, Tees, Alix.
*158	Lacombe	Alix	No. 12 Copper	Lacombe, Alix.
159	Stettler	Botha	No. 12 Iron	Stettler, Botha.
*160	Lethbridge	Barons	No. 12 Copper	Lethbridge, Nobleford, Barons.
161	Daysland	Sedgewick	No. 12 Iron	Daysland, Strome, Killam, Sedgewick.
P162	Calgary	Innisfail	Phantom	Calgary, Olds, Innisfail.
163	Oyen	Cappon	No. 9 Iron	Oyen, Wilmot, Sunnydale, Cappon.
*164	Coronation	Monitor	No. 12 Copper	Coronation, Veteran, Loyalist, Consort, Monitor.
165	Alix	Stettler	No. 12 Copper No. 12 Iron	Alix, Erskine, Stettler.
PP166	Edmonton	Strome	No. 12 Copper	Edmonton, Tofield, Camrose, Bawlf, Daysland, Strome.
167	Wetaskiwin	Ponoka	No. 12 Iron	Wetaskiwin, Hobbema, Ponoka.
168	Vegreville	Innisfree	No. 12 Iron	Vegreville, Lavoy, Ranfurly, Innsfree.
170	Claresholm	Barons	No. 12 Iron	Claresholm, Barons.
*172	Calgary	Barons	No. 12 Copper	Calgary, High River, Vulcan, Champion, Carmangay, Barons.
PP173	Calgary	Barons	No. 12 Copper	Calgary, High River, Vulcan, Champion, Carmangay, Barons.
174	Chinook	Oyen	No. 12 Copper No. 12 Iron	Chinook, Cereal, Lanfine, Excel, Oyen.
175	Youngstown	Chinook	No. 12 Copper No. 12 Iron	Youngstown, Dobson, Chinook.
177	Hanna	Youngstown	No. 12 Copper	Hanna, Richdale, Stanmore, Scotfield, Youngstown.
178	Camrose	Alliance	No. 12 Copper	Camrose, Kelsey, Rosalind, Ankerton, Heisler, Forestburg, Galahad, Alliance.

179	Acme	Three Hills	No. 12 Copper	Acme, Swalwell, Three Hills.
180	Carstairs	Carbon	No. 9 Iron	Carstairs, Acme, Grainger, Carbon.
181	Calgary	Langdon	No. 12 Iron	Calgary, Shepard, Langdon.
182	Bassano	Jenner	No. 12 Copper	Bassano, Lathom, Countess, Gem, Rosemary, Duchess, Millicent, Patricia, Iddlesleigh, Jenner.
183	Medicine Hat	Dunmore	No. 12 Iron	Medicine Hat, Dunmore.
184	Drumheller	Wayne	No. 12 Iron	Drumheller, Rosedale, Wayne.
*185	Lacombe	Gull Lake	No. 12 Iron	Lacombe, Gull Lake.
*186	Edmonton	Ft. Saskatchewan	No. 12 Copper	Edmonton, Fort Saskatchewan.
187	Vegreville	Vermilion	No. 12 Copper	Vegreville, Innisfree, Minburn, Mannville, Vermilion.
*188	Lethbridge	Foremost	No. 12 Copper	Lethbridge, Raymond, Judson, Wrentham, Conrad, Skiff, Legend, Foremost.
P190	Lethbridge	Magrath	Phantom	Lethbridge, Raymond, Magrath.
191	Hardisty	Czar	No. 12 Copper	Hardisty, Amisk, Hughenden, Czar.
192	Viking	Wainwright	No. 12 Copper	Viking, Philips, Kinsella, Jarrow, Irma, Fabyan, Wainwright.
193	Medicine Hat	Walsh	No. 12 Copper	Medicine Hat, Pashley, Irvine, Walsh.
194	Macleod	Ewelme	No. 9 Iron	Macleod, Gillen, Ardenville, Standoff, Blood Reserve, Ewelme.
*195	Coronation	Veteran	No. 12 Copper	Coronation, Throne, Veteran.
*196	Edmonton	Barrhead	No. 12 Copper No. 9 Iron	Edmonton, Clyde, Westlock, Hazel Bluff, Eastburg, Rossington, Southworth, Manola, Lunford, Heaton Moor, Freedom, Barrhead.
197	Vulcan	Brooks	No. 12 Copper No. 9 Iron	Vulcan, Armada, Lomond, Kinnondale, Amethyst, Bow City, Brooks.
199	Drumheller	Wayne	No. 12 Iron	Drumheller, Wayne.
200	Halkirk	Endiang	No. 9 Iron	Halkirk, Cornucopia, Dahmer, Endiang.
202	Mundare	Zawale	No. 9 Iron	Mundare, Krakow, Luzan, Zawale.
203	Castor	Garden Plain	No. 9 Iron	Castor, Sullivan Lake, Garden Plain.
204	Medicine Hat	Hilda	No. 12 Copper	Medicine Hat, Bowmanton, Waddington, Vale, Roseglen, Schuler, Hilda.
205	Athabasca	Jenkins	No. 9 Iron	Athabasca, Owens, Grosmont, Olson, Jenkins.

TRAFFIC REPORT OF LONG DISTANCE LINES TO NOVEMBER 30TH, 1920.—(*Continued*)

Toll Line No.	From	To	Composition	Offices
206	Pekisko	Princeton	No. 9 Iron	Pekisko, Princeton.
207	Monitor	New Brigden	No. 9 Iron	Monitor, Partridge, New Brigden.
208	Edmonton	Pine Creek	No. 12 Copper	Edmonton, Egremont, Radway, Waskatenau, Pine Creek.
209	Seba	Northleigh	No. 9 Iron	Seba, Tomahawk, Northleigh.
210	Strathmore	Drumheller	No. 12 Copper	Starthmore, Rockyford, Redland, Rosebud, Beynon, Horseshoe Coulee, Drumheller.
211	Strathmore	Bassano	No. 12 Copper	Strathmore, Standard, Chancellor, Hussar, Makepeace, Bassano.
212	Oyen	Hallman	No. 12 Copper No. 9 Iron	Oyen, Benton, Sibbald, Graindale, Acadia Valley, Hallman.
213	Lamont	Delph	No. 9 Iron	Lamont, Wostok, Peno, Delph.
214	Lloydminster	Leighton	No. 9 Iron	Lloydminster, Willowlea, Leighton.
215	Cereal	Sedalia	No. 9 Iron	Cereal, Riddellvale, Wilson, Sedalia.
216	Halkirk	Britain	No. 9 Iron	Halkirk, Britain.
217	Coronation	Fairfield	No. 9 Iron	Coronation, Bulwark, Talbot, Brownfield, Puffer, Fairfield.
218	Hughenden	Kessler	No. 9 Iron	Hughenden, Poplar Site, Eastervale, Sugar Bowl, Battle Ridge, Mt. Lookout, Kessler.
220	Cochrane	Carstairs	No. 12 Copper No. 9 Iron	Cochrane, Bottrel, Adkins, Cremona, Carstairs.
222	Czar	Neutral Hills	No. 9 Iron	Czar, Sather, Grant Lake, Craigmillar, Hughes, Good Luck, Neutral Hills.
*223	Calgary	Drumheller	No. 12 Copper	Calgary, Drumheller.
224	Drumheller	Mecheche	No. 12 Copper	Drumheller, Munson, Mecheche.
225	Hanna	Craigmyle	No. 12 Copper	Hanna, Watts, Craigmyle.
*226	Vermilion	Kitscoty	No. 12 Copper	Vermilion, Islay, Irwinville, Kitscoty.
227	Red Deer	Hespero	No. 9 Iron	Red Deer, Sylvan Lake, Evarts, Eckville, Hespero.

229	Vegreville	Brosseau	No. 9 Iron	Vegreville, Richardson, Two Hills, Duvernay, Brosseau.
230	St. Paul	Rife	No. 9 Iron	St. Paul, St. Vincent, Therien, Bordenave, St. Lina, Columbine, Glendon, Rife.
231	Vegreville	Comrie	No. 9 Iron	Vegreville, Soda Lake, Boian, Desjarlais, McKellar, Andrew, Shandro, Wasel, Downing, Wahsta, Comrie.
*232	Calgary	Bassano	No. 12 Copper	Calgary, Bassano.
233	Medicine Hat	Alderson	No. 12 Copper	Medicine Hat, Harvest Vale, Bowell, Suffield, Alderson.
PP234	Calgary	Empress	No. 12 Copper No. 10 Copper	Calgary, Bassano, Jenner, Atlee, Buffalo, Cavendish, Bindloss, Empress.
*235	Calgary	Gleichen	No. 12 Copper	Calgary, Strathmore, Namaka, Gleichen.
P236	Calgary	Langdon	Phantom	Calgary, Langdon.
237	Lethbridge	Taber	No. 12 B. & S. Copper	Lethbridge, Taber.
238	Edmonton	Sion	No. 9 Iron	Edmonton, St. Albert, Ray, Alcondale, Busby, Seymour, Sion.
P239	Edmonton	St. Albert	Phantom	Edmonton, St. Albert.
PP240	Edmonton	Alberta Beach	No. 9 Iron	Edmonton, Wabamun, Lac Ste. Anne, Alberta Beach.
P241	Edmonton	Tofield	Phantom	Edmonton, Tofield.
*242	Camrose	Bashaw	No. 12 Copper No. 9 Iron	Camrose, New Norway, Ferintosh, Dorenlee, Bashaw.
243	Lacombe	Clive	No. 9 Iron	Lacombe, Chigwell, Clive.
*244	Lacombe	Alix	No. 12 Copper	Lacombe, Alix.
PP245	Edmonton	Vermilion	No. 12 Copper	Edmonton, Vegreville, Innisfree, Mannville, Vermilion.
*246	Edmonton	Mundare	No. 12 Copper	Edmonton, Fort Saskatchewan, Lamont, Mundare.
247	Edmonton	Calgary	No. 12 Copper	Edmonton, Calgary.
249	Drumheller	Stettler	No. 12 Copper	Drumheller, Munson, Morrin, Rowley, Rumsey, Scollard, Big Valley, Fenn, Stettler.
*250	Calgary	Drumheller	No. 12 Copper	Calgary, Drumheller.
251	Calgary	Hanna	No. 12 Copper	Calgary, Drumheller, Delia, Craigmyle, Hanna.
*252	Calgary	Trochu	No. 12 Copper	Calgary, Acme, Three Hills, Trochu.

TRAFFIC REPORT OF LONG DISTANCE LINES TO NOVEMBER 30TH, 1920.—(*Continued*)

Toll Line No.	From	To	Composition	Offices
*253	Trochu	Elnora	No. 12 Copper	Trochu, Huxley, Elnora.
P254	Trochu	Huxley	Phantom	Trochu, Huxley.
255	Delburne	Lousana	No. 12 Copper	Delburne, Lousana.
258	Czar	Provost	No. 12 Copper	Czar, Metiskow, Cairns, Cadogan, Provost.
259	Sedgewick	Hardisty	No. 12 Iron	Sedgewick, Lougheed, Hardisty.
*260	Edmonton	Camrose	No. 12 Copper	Edmonton, Tofield, Camrose.
263	Edmonton	Boyle	No. 12 Copper	Edmonton, Gibbons, Batenburg, Coronado Beach, Fedorah, Maybridge, Redwater, Opal, Egremont, Thorhild, Abee, Newbrook, Ellscott, Boyle.
264	Edmonton	Pibroch	No. 12 Copper	Edmonton, St. Albert, Echohill, Pickardville, Westlock, Pibroch.
265	Hanna	Duchess	No. 12 Copper	Hanna, Sheerness, Rose Lynn, Halladay, Sunnynook, Carolside, McNally, Pollockville, Cessford, Wardlow, Steveville, Duchess.
266	Calgary	High River	No. 12 Copper	Calgary, Okotoks, High River.
*268	Edmonton	Morinville	No. 12 Copper	Edmonton, Morinville.
P269	Edmonton	Morinville	Phantom	Edmonton, Morinville.
270	Wetaskiwin	Millet	No. 12 Iron	Wetaskiwin, Millet.
271	Lethbridge	Monarch	No. 12 Copper No. 9 Iron	Lethbridge, Monarch.
272	Wainwrgiht	Chauvin	No. 10 Copper	Wainwright, Edgerton, Chauvin.
273	Bow Island	Whitla	No. 12 Iron	Bow Island, Winnifred, Whitla.
*274	Edmonton	Wabamun	No. 12 Copper	Edmonton, Stony Plain, Lac Ste. Anne, Alberta Beach, Wabamun.
P275	Edmonton	Stony Plain	Phantom	Edmonton, Stony Plain.
*276	Camrose	Donalda	No. 12 Copper	Camrose, Edberg, Meeting Creek, Donalda.

*277	Camrose	Donalda	No. 12 Copper	Camrose, Edberg, Meeting Creek, Donalda.
*278	Stettler	Castor	No. 12 Copper No. 12 Iron	Stettler, Botha, Gadsby, Halkirk, Castor.
P279	Stettler	Botha	Phantom	Stettler, Botha.
280	Calgary	Cochrane	No. 12 Copper	Calgary, Cochrane.
282	Calgary	Olds	No. 12 Copper No. 9 Iron	Calgary, Crossfield, Carstairs, Didsbury, Olds.
*283	Calgary	Carstairs	No. 9 Iron	Calgary, Airdrie, Crossfield, Carstairs.
P284	Calgary	Airdrie	Phantom	Calgary, Airdrie.
285	Edmonton	Leduc	No. 9 Iron	Edmonton, Leduc.
286	Olds	Bowden	No. 9 Iron	Olds, Bowden.
287	Innisfail	Penhold	No. 9 Iron	Innisfail, Penhold.
288	Vermilion	Hetherington	No. 12 Iron	Vermilion, Larsen, Cummings, Hetherington.
*289	High River	Blackie	No. 12 Copper	High River, Blackie.
P290	High River	Blackie	Phantom	High River, Blackie.
291	High River	Nanton	No. 9 Iron	High River, Cayley, Nanton.
P292	Taber	Retlaw	Phantom	Taber, Retlaw.
293	Manyberries	Comrey	No. 9 Iron	Manyberries, Catchem, Anthony, Pendant d'Oreille, Comrey.
297	Macleod	Beaver Heights	No. 9 Iron	Macleod, Maunsell, Olson Coulee, Spring Point, Beaver Heights.
299	Youngstown	Reist	No. 9 Iron	Youngstown, Reist.

SYMBOLS

M—Used for Morse.
*—Used to form Phantom Circuit.
PP—Part Phantom, physicals used to post other phantoms.
P—Phantom.
PP—Part Phantom.

GENERAL STATISTICS FOR YEAR ENDING NOVEMBER 30th, 1920

Toll Centers	112
Tributary Offices (Toll Offices and Exchanges) checked by Toll Centers	427
Traffic Pay Roll Offices	40
Offices giving Continuous Service	66
Offices giving Semi-Continuous Service	9
Number of "Out" L. D. Tickets completed and Billed (for 11 months ending November 30th, 1920)	2,096,897
Number of Farmers' Companies connecting with this system	38
Number of "Other Line" offices in Alberta connecting with this System	1
Number of "Kootenay Telephone Lines, Ltd." offices connecting with this System	31
Number of Saskatchewan Government Telephones' offices connecting with this System	70
Total Number of Places, "Cities, Towns and Hamlets" in Alberta having Alberta Government Telephones' connection	821
Offices using Morse Service for Departmental Business	2
Number of Physical L. D. Lines	226
Number of Phantom L. D. Lines	19
Number of Part Phantom L. D. Lines	24
Number of Simplex Telegraph Lines	1
Total Number of L. D. Lines	270
Phantom (metallic) L. D. Circuit Mileage	2,420
Physical L. D. Circuit mileage	29,338
Morse Simplex L. D. Circuit mileage	203

Note.—As none of our proposed offices in the Peace River District were opened before November 30th, 1920, no data concerning the L. D. lines and offices in Peace River District is included in this report.

Respectfully submitted,

W. R. PEARCE,

General Superintendent.

REPORT OF THE DEPUTY MINISTER

DEPARTMENT OF RAILWAYS AND TELEPHONES

EDMONTON, January 1st, 1921.

THE HONOURABLE CHARLES STEWART,
Minister of Railways and Telephones,
Edmonton, Alberta.

SIR,—I have the honour to submit herewith the Annual Report of the Railways Branch of the Department of Railways and Telephones, for the year ending December 31st, 1920.

RAILWAYS

The year that has just closed leaves no prominent landmarks in the railway history of the Western Provinces, or of the Dominion as a whole. But little new construction was attempted and maintenance works were held down to a level barely sufficient to keep traffic moving. The Western Provinces show a total gain in railway mileage during 1920 of four hundred and sixty-nine (469) miles, of which forty-six (46) miles was the net gain to Alberta. Except for one mile laid by the Canadian Pacific Railway, all the new mileage laid this year in Alberta was on branch lines of the Canadian National Railways guaranteed by this Province, and was distributed as follows: On the Peace River Branch, nineteen (19) miles; on the Oliver North Easterly Branch, twenty-one (21) miles; on the Red Deer to Lacombe Branch, six (6) miles, and on the Hanna-Medicine Hat Branch, nine (9) miles. Including the one mile of track laid by the Canadian Pacific Railway, the gross gain in mileage was therefore fifty-six (56) miles. The difference of ten (10) miles between the gross gain and the net gain is accounted for by the fact that it was found necessary to abandon that extent of track along the Clearwater Valley on the Alberta and Great Waterways Railway.

The characteristic feature of last year was the rapidly advancing cost of operation which, though partly counterbalanced by the increased revenue derived as a result of the general advance in freight rates, resulted in large deficits over the greater part of this country's mileage and but a small margin of profit on the balance.

This adverse factor, prevailing in an increasing degree over a period of years, was particularly damaging to the Northern railroads of this Province. These lines, running through a country but thinly settled and with a relatively small volume of traffic, operated at an increasing loss until this year the accumulated deficit reached such a stage that the Railway Companies could no longer carry on operations.

As the Province was heavily interested in these lines, both as guarantors of their bonds, and as being desirous of seeing that adequate railway facilities were afforded the occupants of the territory traversed by them, it entered into negotiations with the interests controlling these roads with the twofold object of protecting the financial interests of the Province and ensuring continuity of railroad operation in the North country.

As a result of these negotiations, agreements were entered into with all parties concerned, and became effective on July 21st last, whereby the Canadian Pacific Railway became responsible for the management and operation of the Edmonton, Dunvegan and British Columbia Railway for a period of five years, while the Province of Alberta became the outright owner of the Alberta and Great Waterways Railway; subject, however, to an option for the original owner, Mr. J. D. McArthur, to re-acquire the same at any time prior to the first day of July, 1927.

The sum of $1,000,000 has been lent by the Province to the Manager of the Edmonton, Dunvegan and British Columbia Railway to date for the improvement of the road, while a further sum of $400,000 has been advanced to the Alberta and Great Waterways Railway for the same purpose.

On the Edmonton, Dunvegan and British Columbia Railway, considerable improvement has already been made.

One hundred thousand ties were placed in the track between the 21st of July and freeze-up. This number, though falling far short of the total required to put the line in first-class condition, was yet sufficient to keep the rails from spreading and allow of a service being maintained without danger to the travelling public.

Next in importance to the renewing of ties was the ditching of the road-bed. Before the close of the working season eighty-two (82) miles of ditch had been opened up, involving the moving of 145,000 cubic yards of dirt. In addition to the opening up and construction of new ditches, many cuts were also widened out.

Much trouble was experienced with slides on the Smoky and Peace River Hills. Over 100,000 cubic yards of material was removed by steam shovel in combating these slides during the season, and extensive drainage undertaken in the surrounding country, with the result that by the end of the year a marked improvement in the stability of the track was effected.

Considerable bridging was done during the working season and one hundred and thirty-four (134) pile bents had been driven by the time work was discontinued. Extensive repairs were also carried out in connection with a number of bridges that were not re-driven.

Among the more important improvements effected was the provision of accommodation for section men, there being only six section houses on the system when the Canadian Pacific Railway assumed management of the same. Thirty-two bunk houses were accordingly built, affording accommodation for as many section gangs. Extensive repairs were also made to existing buildings, including water stations and tanks. The pumping station at Peace River having been destroyed by flood in the spring of 1920, a new one was built in place thereof in the late fall.

Six grain-loading platforms and two stockyards were also built at different points.

Ballasting was not undertaken generally on any part of the line because the ties were not strong enough to carry ballast trains or to allow of the track being lifted. A little patching was done here and there, however, and considerable quantities of ballast were distributed on the Smoky Hill to replace places previously poled and small sink holes.

An accumulation of brush which had been allowed to grow on the right-of-way during the past few years, constituting a fire risk and keeping the track more or less wet and therefore soft, was also cleared away.

As a result of the work above outlined a very regular service has been maintained over the Edmonton, Dunvegan and British Columbia and Central Canada Railways.

On the Alberta and Great Waterways Railway also, marked progress has been made both in the improvement of the road bed and in the degree of service afforded. Prior to July 21st, at which date the Alberta and Great Waterways Railway came into the possession of the Province of Alberta, this line was administered jointly with the Edmonton, Dunevegan and British Columbia Railway by a common staff, both lines also using in common such equipment and facilities as were jointly owned.

With the taking over by the Canadian Pacific Railway of the Management of the Edmonton, Dunvegan and British Columbia Railway and the taking over of the Alberta and Great Waterways Railway by the Government, this arrangement had perforce to terminate and a new organization erected for the administration of the Waterways.

It is a matter of public knowledge that the facilities and equipment required for effectively carrying on the operation of both Railways, has for some time past been quite inadequate, and this was found to be particularly true of the Alberta and Great Waterways Railway. It was therefore necessary, in addition to making such urgently needed improvements to the roadbed as could be made during the remainder of the working season, to purchase a considerable amount of maintenance-of-way equipment, and to provide other facilities for carrying on the operation of the Railway.

As a preliminary to doing any effective work on the track, it was necessary to provide accommodation for section gangs, and nine bunk houses and tool houses were therefore built to house these gangs. Two section houses for the section foremen were also built, one at Bon Accord and one at Lac La Biche.

Full section gangs were put to work South of Lac La Biche, covering the whole line, and fully equipped with a complete outfit of tools and supplies; about 25,000 ties were placed in the track before freeze-up, and sufficient other works of lining, lifting and surfacing accomplished to put the track in such shape that operation has been maintained regularly during the present winter, and a considerable tonnage of freight moved.

The enginehouse at Lac La Biche, a two-stall structure which had not been in use for some time previously, was repaired, and the accommodation increased by the addition of two more stalls and a machine shop. This machine shop is equipped with a 25 h.p. boiler and sufficient machine tools to take care of all running repairs required to be made to the rolling stock and motive power of the system.

The work on the track North of Lac La Biche, which was let by contract to the Northern Construction Company, was performed by a number of extra gangs, housed in box cars converted into boarding cars, these gangs also being fully equipped with complete outfits of tools. Few ties were placed in this division, but all the worst places were fixed up and brought to a reasonable line and grade, supported, where necessary through soft ground, by poles and brush.

A ballast pit was opened up at Mile 144, and about 15,000 cubic yards of ballast placed under the track around this mileage before the close of the working season.

A water supply station was constructed at Mile 137. Materials were ordered for three water stations, but owing to difficulties encountered in getting started, largely on account of shortage of labour, it was possible to build but one before freeze-up. Materials for the other two, are, of course, on hand, and they will be erected as soon as conditions permit in the Spring.

In view of the fact that the bulk of the work involved in the completion of this railway will be performed North of Lac La Biche, it was deemed advisable to establish construction headquarters at this point. Such a camp was accordingly built, consisting of a warehouse. 32x100 feet; dining room, 24x66 feet; office, 30x50 feet, and six bunk houses, each 16x28 feet. All these buildings, while serving temporarily as a camp, will be utilized as permanent structures on the close of construction operations.

One of the greatest needs for the improvement of this line being extensive drainage, a number of station gangs were placed on the work North of Lac La Biche, taking out ditches, both along and away from the line, and a marked improvement in the section so covered has been made.

A ditching machine was started to work South of Lac La Biche and did effective work in removing slides and clearing out ditches.

The telephone line, which was badly out of order, has been overhauled and tightened, and communication established from the Head Office in the McLeod Block to the present End of Steel. The line from Lac La Biche North being only a grounded circuit, sufficient wire was ordered to string a second line. This has been received and is now on hand and stringing will commence as soon as a gang can be got together.

Considerable trouble having been experienced in the past in holding a track on the sliding sidehill of the Clearwater River, the line in fact never having been operatable, careful surveys were made both of the possibility of restoring and maintaining the present track or building an alternative and more stable line. The conclusions reached as a consequence of such investigation by Departmental Engineers and confirmed independently by a consulting engineer outside the service, were that it would be both impracticable and uneconomical to restore and complete the line by the original route, and that an alternative line by way of Deep Creek offered a shorter and safer approach.

A small survey party was accordingly placed in the field and a new location run, showing the same to be entirely practicable, and three and a half miles shorter than by the original location.

Among the assets of the Railway Company is a hotel at Lac La Biche. Built primarily for summer traffic only, it is one of the most attractive and comfortably equipped hotels in Western Canada, and having been built and furnished in 1915, during a period of low prices, represents today a capital value considerably in excess of its first cost. It has, however, been closed for three or four years past, during which time, on occasion, neglect has resulted in the plumbing and heating system being frozen, so that when the property came into possession of the Province, damage and deterioration to the structure were becoming evident, and it was deemed desirable, in order to protect the investment, to thoroughly overhaul the plumbing and heating system, and remedy such other defects as had developed.

This work has now been done, and the Hotel placed in first-class condition. It is the intention to re-open it as soon as a suitable tenant can be found.

It may be pointed out that much of the work done during 1920, was largely preparatory, the full benefit of which will not be experienced until the work of construction and reconditioning is completed. Thus, for instance, the equipping of boarding cars and purchase of camp equipment and tools, involving comparatively heavy expenditures, are yet items of cost which will not have to be duplicated when provision again has to be made for taking care of a similar force this year.

Also, considerable stores have been accumulated, partly in the shape of necessary supplies for current operation, and partly as construction stores and material, ordered for works which it was intended to carry out last fall, but which, owing to labour conditions and the late start made, it was impossible to economically complete.

The results of operation show an apparent deficit in operating account for the division South of Lac La Biche of $18,231.26 and for the Northern division a deficit of $15,077.06, a total operating deficit of $33,308.32, an average of $6,661.65 per month. A further sum of $15,260.60 was expended in reconditioning the first division. It should be noted that the prosecution of the works of reconditioning and construction being carried on simlutaneously with operation, tend to reduce the cost of same, as many items of cost of administration, etc., are distributed over all three of these accounts; standing alone, the operating deficits would therefore be appreciably heavier.

The service between Edmonton and Lac La Biche has been increased from two mixed trains per week to three, and a regular schedule maintained. Trains from Lac La Biche to the End of Steel run as often as conditions may require, but not less than once per week. Freight has been kept continuously moving and at no time has there been any congestion or interruption in service.

With the increasing public interest being displayed in the oil fields of the North it is confidently anticipated that a much larger volume of traffic will be handled during the coming year than during any previous year of the railway's existence. Although the Railway, and through it the Province will benefit by this increased traffic, there is no question but that it will be a powerful factor in opening up and developing the mineral wealth of the North, and that the service rendered by it to the Province and the Dominion will, to a very small degree only, be measured by the revenue accruing to the Railway from such operation.

On the Lacombe and North-Western Railway, the activities of the Department were confined to ballasting the line and erecting such buildings as were necessary for effective operation. It was hoped to ballast the entire line last year, but owing partly to the necessity of having to extend the same a further four miles in order to open up a suitable ballast pit, and partly to the large increase in the cost of labor that took place during the working season, this was not accomplished. About twenty (20) miles was ballasted before freeze-up necessitated the stoppage of work. A two-stall enginehouse was erected at Rimbey, equipped with sufficient machinery to undertake ordinary running repairs and roundhouse work. A water supply was obtained by a drilled well at the same point and section houses were erected at two points on the line.

The traffic for the past year was disappointingly small. The partial crop failure, in combination with the holding back of grain shipments by the farmers, as a consequence of the prevailing low prices, resulted in a very light movement of traffic. It is estimated that the volume of traffic for the past year was scarcely half of what should be expected in a normal year. However, despite these adverse conditions a net operating surplus of $9,444.22 was earned during 1920. The accumulated deficit for the previous years of 1918 and 1919 being $8,493.18, it will be seen that to date there has been earned a net operating surplus of $951.04.

I append hereto the following Schedules:

Schedule "A"—Statement of Railway Mileage of Alberta, 1905-1920.

Schedule "B"—Statement of Railway Mileages of the Western Provinces, 1919-1920.

Schedule "C"—Statement of Guaranteed Railway Securities authorized by the Provincial Legislature.

Schedule "D"—Statement of Guaranteed Railway Securities authorized by the Legislature and executed by the Provincial Government.

Schedule "E"—Statement of Expenditures made by the Alberta and Great Waterways Railway Company from monies loaned to it by the Province of Alberta from July 21st, to December 31st, 1920.

Schedule "F"—Statement of cost of Lacombe and North-Western Railway Company as at December 31st, 1920.

I have the honour to be, Sir,

Your obedient servant,

NORMAN L. HARVEY,
Deputy Minister.

SCHEDULE "A"

STATEMENT OF RAILWAY MILEAGE OF ALBERTA, 1905-1920

			Total Mileage
1905	Canadian Pacific Railway	1060	1060
1906	Canadian Pacific Railway	1061	
	Canadian Northern Railway	178	1239
1907	Canadian Pacific Railway	1106	
	Canadian Northern Railway	220	1326
1908	Canadian Pacific Railway	1106	
	Canadian Northern Railway	220	
	Grand Trunk Pacific Railway	40	1366
1909	Canadian Pacific Railway	1156	
	Canadian Northern Railway	220	
	Grand Trunk Pacific Railway	129	1505
1910	Canadian Pacific Railway	1269	
	Canadian Northern Railway	220	
	Grand Trunk Pacific Railway	293	1782
1911	Canadian Pacific Railway	1387	
	Canadian Northern Railway	329	
	Grand Trunk Pacific Railway	384	2100
1912	Canadian Pacific Railway	1480	
	Canadian Northern Railway	912	
	Grand Trunk Pacific Railway	638	
	Edmonton, Dunvegan & B. C. Railway	25	3055
1913	Canadian Pacific Railway	1638	
	Canadian Northern Railway	1171	
	Grand Trunk Pacific Railway	707	
	Edmonton, Dunvegan & B. C. Railway	131	3647
1914	Canadian Pacific Railway	1887	
	Canadian Northern Railway	1188	
	Grand Trunk Pacific Railway	707	
	Edmonton, Dunvegan & B. C. Railway	240	
	Alberta & Great Waterways Railway	75	4097
1915	Canadian Pacific Railway	1909	
	Canadian Northern Railway	1247	
	Grand Trunk Pacific Railway	707	
	Edmonton, Dunvegan & B. C. Railway	337	
	Alberta & Great Waterways Railway	175	
	Central Canada Railway	48	4423
1916	Canadian Pacific Railway	1920	
	Canadian Northern Railway	1250	
	Grand Trunk Pacific Railway	707	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway	223	
	Central Canada Railway	49	4557
1917	Canadian Pacific Railway	1920	
	Canadian Northern Railway	1193	
	Grand Trunk Pacific Railway	643	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway	272	
	Central Canada Railway	49	
	Lacombe & Blindman Valley E. Rly.	20	4505

SCHEDULE "A"—(*Continued*)

			Total Mileag
1918	Canadian Pacific Railway	1920	
	Canadian Northern Railway	1195	
	Grand Trunk Pacific Railway	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway	287	
	Central Canada Railway	49	
	Lacombe & Blindman Valley E. Rly.	20	4519
1919	Canadian Pacific Railway	1920	
	Canadian National Railways	1306	
	Grand Trunk Pacific Railway	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway	294	
	Central Canada Railway	49	
	Lacombe & North-Western Railway	33	4650
1920	Canadian Pacific Railway	1921	
	Canadian National Railways	1361	
	Grand Trunk Pacific Railway	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway	284	
	Central Canada Railway	49	
	Lacombe & North-Western Railway	33	4696

SCHEDULE "B"

STATEMENT OF RAILWAY MILEAGES OF THE WESTERN PROVINCES, 1919-1920

ONTARIO

West of Port Arthur

	December 31st 1919		December 31st 1920	
Canadian Pacific Railway	333		333	
Canadian National Railways National Transcontinental Railway	708		843	
	——	1041	——	1176

MANITOBA

Canadian Pacific Railway	1726		1726	
Canadian National Railway Hudson's Bay Railway National Transcontinental Rly.	2428		2425	
Grand Trunk Pacific Railway	210		210	
Great Northern Railway	238		238	
	——	4602	——	4599

SASKATCHEWAN

Canadian Pacific Railway	2779		2779	
Canadian National Railways	2315		2385	
Grand Trunk Pacific Railway	1167		1167	
	——	6261	——	6331

SCHEDULE "B"—(*Continued*)

ALBERTA

	December 31st 1919		December 31st 1920	
Canadian Pacific Railway	1920		1921	
Canadian National Railways	1306		1361	
Grand Trunk Pacific Railway	640		640	
Edmonton, Dunvegan & B. C. Rly.	408		408	
Alberta & Great Waterways Rly.	294		284	
Central Canada Railway	49		49	
Lacombe & North-Western Rly.	33		33	
	——	4650	——	4696

BRITISH COLUMBIA

Canadian Pacific Railway	1334		1322	
Canadian National Railways	541		597	
Grand Trunk Pacific Railway	679		679	
Great Northern Railway	413		436	
Pacific & Great Eastern Rly.	180		321	
Kettle Valley Railway	311		324	
	——	3458	——	3679
		20012		20481

SCHEDULE "C"

STATEMENT OF GUARANTEED RAILWAY SECURITIES AUTHORIZED BY THE PROVINCIAL LEGISLATURE

CANADIAN NORTHERN RAILWAY

Line of Railway	*Guarantee per mile*	*Mileage Guaranteed*
From Strathcona via Camrose and Calgary to Lethbridge	$15,000	355
From Camrose to Vegreville	15,000	50
From crossing of second above line and Little Bow, south via Macleod to International Boundary	15,000	110
From near Macleod to Western Boundary	15,000	65
From near Cardston to Western Boundary	15,000	35
From Calgary via Cochrane to the east side of Rocky Mountain Park	15,000	50
From near Morinville easterly	15,000	40
From Morinville to Athabasca Landing	15,000	72.3
From Mile 175 of the Goose Lake to Munson	15,000	127.5

CANADIAN NORTHERN WESTERN RAILWAY

From Athabasca Landing to Fort McMurray	$15,000	175
From first above line east to Lac La Biche	15,000	40
From Athabasca Landing north of Lesser Slave Lake to Peace River Crossing	15,000	100

SCHEDULE "C"—(*Continued*)

Line of Railway	*Guarantee per mile*	*Mileage Guaranteed*
From Onoway northwest to Pine River Pass	$20,000	250
From Oliver northeast to St. Paul des Metis	18,000	100
From Bruderheim via Vermilion, Wainwright and Medicine Hat to International boundary with a branch northwest of Vermilion to Eastern boundary	13,000	200
From Calgary northwest to Brazeau Line	13,000	100
From Camrose to Alsask	13,000	80
From Strathcona southwest via Cochrane to Pincher Creek	15,000	100
From Blackfalds to Goose Lake Line	13,000	118.5
From Blackfalds west to Brazeau River	25,000	114.07

GRAND TRUNK PACIFIC LINES COMPANY

From Tofield to Calgary	$15,000	201.5
From Bickerdike southwesterly	20,000	58

EDMONTON, DUNVEGAN & BRITISH COLUMBIA RAILWAY

From Edmonton, northwest via Dunvegan to Western Boundary	$20,000	411
From Spirit River to Grande Prairie	20,000	60

ALBERTA AND GREAT WATERWAYS RAILWAY

From Edmonton to Fort McMurray (including sidings)	$20,000	350
Terminals	400,000	

CENTRAL CANADA RAILWAY

From Edmonton, Dunvegan & British Columbia Railway, north	$20,000	114

LACOMBE & BLINDMAN VALLEY E. RAILWAY

From Lacombe west	$ 7,000	39.10
Total		3,515.97

SCHEDULE "D"

STATEMENT OF GUARANTEED RAILWAY SECURITIES AUTHORIZED BY THE LEGISLATURE AND EXECUTED BY THE PROVINCIAL GOVERNMENT

CANADIAN NORTHERN RAILWAY

Line of Railway	*Guarantee Per mile*	*Mileage Executed*	*Mileage Completed*
From Strathcona via Camrose to Calgary	$15,000	230	230
From Camrose to Vegreville	15,000	45	46.44

SCHEDULE "D"—*(Continued)*

Line of Railway	*Guarantee Per mile*	*Mileage Executed*	*Mileage Completed*
From Morinville to Athabasca Landing	$15,000	72.3	72.3
From Mile 175 of the Goose Lake Line to Munson	15,000	127.5	127.5
From north of Calgary to Lethbridge	13,000	125	29
From crossing above line and Little Bow River, south via Macleod to International boundary	13,000	110	
From near Macleod to the Western boundary	13,000	65	
CANADIAN NORTHERN WESTERN RAILWAY			
From Blackfalds to Brazeau River	$25,000	114.07	114.07
From Onoway northwest to Pine River Pass	20,000	100	41.30
From Oliver northeast to St. Paul des Metis	18,000	100	99.95
From Bruderheim via Vermilion, Wainwright and Medicine Hat to the International Boundary with a branch northwest of Vermilion to Eastern boundary	13,000	30	30
From Calgary northeast to Brazeau line	13,000	100	
From Camrose to Alsask	13,000	80	59.7
From Strathcona via Cochrane to Pincher Creek	15,000	20	1.29
From Blackfalds to Goose Lake Line	13,000	118.5	60.6
GRAND TRUNK PACIFIC BRANCH LINES COMPANY			
From Tofield to Calgary	$15,000	201.5	201.5
From Bickerdike Southwesterly	20,000	58	58
EDMONTON, DUNVEGAN & BRITISH COLUMBIA RAILWAY			
From Edmonton northwest via Dunevegan to Western boundary	$20,000	411	358
From Spirit River to Grande Prairie	20,000	60	50
ALBERTA AND GREAT WATERWAYS RAILWAY			
From Edmonton to Fort McMurray	$20,000	350	303
Note: Including Sidings.			
Terminals	400,000		

SCHEDULE "D"—(*Continued*)

CENTRAL CANADA RAILWAY

Line of Railway	*Guarantee Per mile*	*Mileage Executed*	*Mileage Completed*
From McLennan to Peace River and West	$20,000	100	49

LACOMBE & BLINDMAN VALLEY ELECTRIC RAILWAY

From Lacombe west	$ 7,000	39.1	33.30
Total		2656.97	

SCHEDULE "E"

STATEMENT OF EXPENDITURES MADE BY THE ALBERTA AND GREAT WATERWAYS RAILWAY COMPANY FROM MONEYS LOANED TO IT BY THE PROVINCE OF ALBERTA FROM JULY 21st TO DECEMBER 31st, 1920

1.	Engineering	$ 13,890.48
2.	Office Furniture and Fixtures	5,089.70
3.	Ditching, Clearing and Grading	9,462.01
4.	Bridges, Trestles and Culverts	556.95
5.	Ties	29,168.54
6.	Track fastenings	136.08
7.	Tracklaying and Surfacing, including laying tracks and sidings in Lac La Biche Yards, laying new siding at Venice, picking up, poling, and brushing track North of Lac La Biche and installing switches to Sidings	50,359.79
8.	Ballasting	30,563.01
9.	Engine House, Car Shop and Machinery at Lac La Biche	13,944.20
10.	Oil House at Lac La Biche	237.21
11.	Water Station at Mile 137	9,152.06
12.	Additions and improvements to Water Station at Lac La Biche	236.35
13.	Repairs to pump at Mile 253	3.11
14.	Warehouse and Boarding Camp at Lac La Biche	15,225.55
15.	General Office at Lac La Biche	2,503.42
16.	Section House at Bon Accord	4,305.79
17.	Section House at Lac La Biche	3,969.07
18.	Miscellaneous structures (bunk houses, tool houses, etc.)	9,000.00
19.	Minor repairs to Lac La Biche Inn	70.53
20.	Hand cars, push cars and speeders	6,282.72
21.	Stationery and printing	2,914.43
22.	Camp equipment and supplies	33,736.65
23.	Stock on hand	122,102.81
24.	Reconditioning track south of Lac La Biche	15,260.60
25.	Operating deficit paid on current vouchers	21,122.06
26.	Repairing Telephone Line	706.88
	Total amount lent by Province to Railway Company during 1920	$400,000.00

SCHEDULE "E"—(*Continued*)

ALBERTA AND GREAT WATERWAYS RAILWAY

OPERATING ACCOUNT

From July 21st to December 31st, 1920

Operating expenditure South of Lac La Biche	$86,678.16	
Operating revenue South of Lac La Biche	68,446.90	
		$18,231.26
Operating expenditure North of Lac La Biche	25,890.73	
Operating revenue North of Lac La Biche	10,813.67	
		15,077.06
Total Operating Deficit for 164 days		$33,308.32

A sum equal to approximately $75,000 per annum.

SCHEDULE "F"

LACOMBE AND NORTH-WESTERN RAILWAY

Statement of Cost as at December 31st, 1920

	1. ROAD—		
1.	Engineering	$ 38,447.28	
2.	Right of Way and Station Grounds	17,587.54	
3.	Real Estate	2,463.50	
4.	Grading	134,252.03	
6.	Bridges, Trestles and Culverts	29,370.24	
7.	Ties	98,231.95	
8.	Rails	251,807.47	
9.	Frogs and Switches	6,793.66	
10.	Track fastenings and other material	44,876.13	
11.	Ballast	39,759.99	
12.	Tracklaying and surfacing	67,836.46	
13.	Roadway Tools	1,666.13	
14.	Fencing Right of Way	20,211.93	
15.	Crossings and Signs	2,267.36	
17.	Telegraph and Telephone Line	6,761.02	
18.	Station Buildings and Fixtures	3,417.63	
20.	Shop and Enginehouses	7,946.94	
21.	Shop Machinery and Tools	6,486.06	
22.	Water Stations	11,332.71	
23.	Fuel Stations	424.50	
31.	Miscellaneous Structures	15,087.74	
32.	Transportation, men and materials	354.20	
35.	Earnings and Operating Expenses, Credit	951.04	
			$ 806,431.43
	2. EQUIPMENT—		
37.	Steam Locomotives	$ 11,609.63	
38.	Internal Combustion Car	35,640.47	
39.	Passenger Train Cars	4,321.83	
40.	Freight Train Cars	303.24	
41.	Work Equipment	81.79	
			$ 51,956.96

SCHEDULE "F"—(*Continued*)

	Brought forward		$ 858,388.39
	3. General Expenditures—		
43.	Law Expenses	$ 12,301.71	
44.	Stationery and Printing	1,307.09	
45.	Insurance	5,221.25	
46.	Taxes	1,636.57	
47.	Interest and Commission	197,896.98	
48.	Organization	36,995.32	
			$ 255,358.92
			$1,113,749·31

Operating Account

Operating Revenue to December 31st, 1920	$102,037.21	
Operating Revenue to December 31st, 1919	46,813.71	
		$55,223.50
Operating Expenditure to Dec. 31st, 1920	101,086.17	
Operating Expenditure to Dec. 31st, 1919	55,306.89	
		45,779.28
Operating surplus for year 1920		9,444.22
Operating deficit brought down from 1919		8,493.18
Net operating surplus to date		$ 951.04